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### CO-ORDINATION OF ACTIVITIES OF SPECIALIZED AGENCIES IN THE FIELD OF TRANSPORT AND COMMUNICATIONS

#### Note by the Secretary-General

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CO-ORDINATION OF ACTIVITIES OF SPECIALIZED AGENCIES  
IN THE FIELD OF TRANSPORT AND COMMUNICATIONS

Note by the Secretary-General

I. INTRODUCTION

(United Nations - All specialized agencies)

1. This note brings up to date the information contained in documents before the Transport and Communications Commission at its third session (Lake Success, March, 1949) which dealt with the co-ordination of activities of specialized agencies in the field of transport and communications and the co-ordination of activities in the field of aviation, shipping and telecommunications in regard to safety at sea and in the air.<sup>1/</sup> In this note the method of presentation differs from that used in the documentation on the subject at the third session in that the material is now arranged according to subjects rather than according to the various international organizations involved. An attempt has been made to include all such additional information based on documentary material available in the United Nations Secretariat as of 15 January 1950.

2. Since the issuance of the documents referred to above there has been no change in the status or number of the specialized agencies concerned with international transport and communications.<sup>2/</sup>

<sup>1/</sup> Documents E/CN.2/51 (9 March 1949), E/CN.2/51/Add.1 (15 March 1949), E/CN.2/52 (18 February 1949), E/CN.2/52/Add.1 (22 March 1949), and E/CN.2/52/Corr.1 (13 June 1949).

<sup>2/</sup> There are three full-fledged specialized agencies which are primarily concerned with international transport and communications: International Civil Aviation Organization (ICAO), Universal Postal Union (UPU) and International Telecommunication Union (ITU). The Intergovernmental Maritime Consultative Organization (IMCO) is awaiting the entrance into force of the Convention establishing it. Consequently when its name appears in the subject headings in this note and the table of contents it is placed in parentheses, to indicate that it is not yet operative and to distinguish it from those organizations which are fully operative. The International Meteorological Organization (IMO) is awaiting the entrance into force of a convention which will alter its functions and change its name to the World Meteorological Organization (WMO). When these events take place IMCO and WMO will become full-fledged specialized agencies primarily concerned with international transport and communications once their relationship agreements with the United Nations become effective. Other specialized agencies concerned with the same subject to a lesser degree are: The International Labour Organization (ILO), the International Trade Organization (ITO), the World Health Organization (WHO), the International Bank for Reconstruction and Development (BANK), the International Monetary Fund (FUND), the United Nations Educational, Scientific and Cultural Organization (UNESCO) and the Food and Agriculture Organization (FAO)

## II. REPORT ON PROCEEDINGS IN THE UNITED NATIONS WITH REGARD TO CO-ORDINATION

(United Nations - All specialized agencies)

3. The Charter of the United Nations in Articles 58, 60 and 63 entrusts the Economic and Social Council, subject to approval by the General Assembly, with the task of co-ordinating the activities of the specialized agencies. The Transport and Communications Commission of the Council advises the Council on the co-ordination of the work of the specialized agencies in the sphere of transport and communications. The Administrative Committee on Co-ordination (ACC) is a standing committee, consisting of the Secretary-General of the United Nations, as chairman, and the corresponding administrative officers of the specialized agencies, the purpose of which is to take appropriate steps "to insure the fullest and most effective implementation of the agreements entered into between the United Nations and the specialized agencies."<sup>1/</sup>

4. It will be recalled that the Transport and Communications Commission at its third session (Lake Success, March, 1949) in resolution 4, "Co-ordination of Activities in the Fields of Aviation, Shipping, Telecommunications and Meteorology in Regard to Safety at Sea and in the Air", commended "the international organizations in the field of transport and communications for the steps already taken by them to co-ordinate their activities" and recommended that "the general measures for assuring such co-ordination in future, proposed in paragraph 21 of the Report of the Preparatory Committee of Experts on Co-ordination of Safety at Sea and in the Air (London, 6 February 1948) should be followed by the organizations in co-ordinating their work on all problems of interest to two or more of the organizations." The Commission also submitted draft resolution D which it recommended for adoption by the Council. This draft resolution instructed the Secretary-General "to bring to the attention of each of the organizations represented at the Preparatory Committee of Experts . . . the resolution adopted on this matter by the Transport and Communications Commission at its third session."

<sup>1/</sup> For a more detailed account of the constitutional basis and organizational procedure for co-ordinating the activities of specialized agencies see document E/CN.2/52, paragraphs 6-16 inclusive, submitted to the third session of the Transport and Communications Commission.

5. The Council, on 12 August 1949 at its ninth session (Geneva, July-August 1949), adopted resolution 227 (IX) E with a text identical to draft resolution D recommended by the Commission. Accordingly the Secretary-General, following the instructions of the Council in that resolution, had letters dated 1 September 1949 dispatched to the principal administrative officers of the organizations represented at the Preparatory Committee of Experts, in each of which was quoted resolution 227 (IX) E of the Council and resolution 4 of the Commission.<sup>1/</sup>

6. In May 1949 the ACC agreed to a suggestion of the Secretary-General of the United Nations that it would be useful, in the light of the action taken by the Transport and Communications Commission at its third session, to call, when necessary, occasional meetings of representatives of the secretariats of ICAO, ITU, UPU, IMCO and IMO, as well as of the Transport and Communications Division of the United Nations Secretariat, "in order to discuss matters of common interest and with a view to co-ordination of their activities." The first of these informal meetings was held in Geneva on 11 August 1949 on the initiative of the Director of the Transport and Communications Division.

7. As mentioned in the documentation for the third session of the Commission,<sup>2/</sup> the Economic and Social Council adopted at its seventh session in Geneva on 29 August 1948 resolution 171 (VII) on relations with intergovernmental organizations with a view to correcting possible duplication or dispersion of effort between the specialized agencies and other existing intergovernmental organizations, and to simplifying the structure of the latter. This resolution recommended that Member States and the specialized agencies submit their views concerning possible termination, absorption or integration of various intergovernmental organizations with the United Nations or the specialized agencies and concerning relationships which might be established between those organizations and the United Nations or the specialized agencies, and requested the Secretary-General to submit a report on the replies received. This report was submitted and was considered by the Council at its ninth session. Action was taken as a

<sup>1/</sup> These letters were addressed to Mr. Albert Roper, Secretary-General of ICAO, Dr. F. von Ernst, Secretary-General of ITU, Dr. G. Swoboda, Chief of the Secretariat of IMO, and Sir Gilmour Jenkins, K.C.B., K.B.E., M.C., Permanent Secretary, Ministry of Transport of the United Kingdom of Great Britain and Northern Ireland (representing PMCC).

<sup>2/</sup> Document E/CN.2/52, paragraph 17.

result by Council resolutions 262 (IX) of 10 August 1949. These resolutions mentioned specific organizations by name, some of which are in the field of transport and communications, and recommended the appropriate action to be taken concerning them with a view to their termination, absorption or integration. In some cases it was decided to make no recommendations for the time being.

8. The Council in section M of the resolution decided to make no recommendations at the time on the following organizations:

Central Office for International Railway Transport,  
International Commission of the Cape Spartel Light,  
International Conference for Promoting Technical Uniformity on Railways,  
International Hydrographic Bureau,  
European Conference on Time Tables.

9. The reasons for this decision are found in the summary record of the fortieth meeting of the Council's Co-ordination Committee, held in Geneva on 25 July 1949 (E/AC.24/SR.40, pages 3, 4, and 5). It was noted in the case of the Central Office for International Railway Transport, the International Conference for Promoting Technical Uniformity on Railways, and the European Conference on Time Tables<sup>1/</sup> that the Inland Transport Committee of the Economic Commission for Europe was studying the whole question of inland transport, including these three organizations. The Secretary-General was requested to report on the matter to the Council at its eleventh session. In the case of the International Commission for the Cape Spartel Light and the International Hydrographic Bureau it was recommended that no action be taken on the question, which should be referred to IMCO, when established.

10. The Council in section P of the resolution requested the Secretary-General to undertake discussions with the Director-General of the Organization of American States on the future status of the following bodies, including possible relationships with the United Nations or a specialized agency, and to report on the results of these discussions to the next session of the Council:

Office of Inter-American Communications,  
Permanent Pan-American Railway Committee,  
Permanent American Aeronautical Commission.

<sup>1/</sup> It should be noted in the case of the European Conference on Time Tables that an opinion has been requested but not yet received from the Legal Department of the United Nations as to whether or not this is a non-governmental organization.

11. The Council in section Q of the resolution directed that the name of the following organization be deleted from the list of intergovernmental organizations to be revised from time to time and submitted periodically by the Secretary-General:

International Ice Observation and Ice Patrol Service in the North Atlantic Ocean.

12. The reason for the latter decision was that this was not an intergovernmental organization, but a service operated by the United States Government (E/AC.24/SR.40, p.5; E/1318, pp.23 and 24).

13. The Economic and Social Council at its ninth session also adopted resolutions 259 (IX) of 9 August 1949, Relations with and co-ordination of specialized agencies. These resolutions, among other things, approved a report of the Council's Co-ordination Committee on the same subject, the operative part of which was annexed to the resolutions, recommended to the General Assembly that no measures for revision of the agreements with the specialized agencies be taken at that time in view of the progress being made, and requested the Secretary-General "to submit a report to the fourth session of the General Assembly, giving an illustrative account of the more important concrete results achieved through co-operation with the specialized agencies on questions of substance."

14. The report of the Co-ordination Committee of the Council dealt with "programme co-ordination", "administrative and budgetary co-ordination" and "regional co-ordination." On the subject of "priorities" in paragraph 2 under "programme co-ordination" it was pointed out that the Council had formerly emphasized the importance of establishing priorities in its resolution 128 (VI) of 10 March 1948. The Committee expressed the view that "economic and social projects undertaken by the United Nations and the specialized agencies should be limited to those in respect of which there exist practical possibilities of implementation, not only from the administrative, but also from the budgetary point of view." It also emphasized the importance of "reasonable flexibility in the administrative and programme arrangements of the specialized agencies and of United Nations organs to enable them to undertake new tasks as circumstances require within the limitations of existing staff, facilities and budgets." The Committee recommended that "urgent attention should be given to the above principles by the competent organs of the United Nations and the specialized agencies, and that the ACC should report to an early session of the Council on the measures taken."



15. The Report of the Co-ordination Committee stated that it had considered the Fifth Report of the ACC on Co-ordination<sup>1/</sup> with respect to certain well-defined and urgent problems relating to programme co-ordination, among which were technical assistance for economic development and statistical activities. As technical assistance was considered separately on the agenda of the Council, the Committee did not consider it. It took note of the progress being made in co-ordinating the statistical activities of the United Nations and the specialized agencies, and drew attention to the need for greater co-ordination of the statistical activities of the regional bodies of these organizations.

16. Complying with the Council resolution, the Secretary-General submitted a report<sup>2/</sup> to the General Assembly at its fourth session giving an account of results achieved through co-ordination. The section on "Transport and Communications" comprises paragraphs 45-58 inclusive of this report. The General Assembly thereafter adopted resolution 309 (IV) on 24 November 1949, noting the report and the recommendation of the Economic and Social Council in resolution 259 (IX) C against taking measures for revision of the agreements with the specialized agencies, decided to take no such measures at the fourth session, and requested the Economic and Social Council to submit a report on the subject at the next session of the General Assembly.

17. In resolution 310 (IV) of 24 November 1949 the General Assembly, among other things, urged Member States to "refrain from initiating new projects other than those which are urgently required and which can be effectively carried out"; drew attention to the report of the Co-ordination Committee of the Council annexed to Council resolutions 259 (IX), especially to the paragraph on "priorities" relating to a greater concentration of effort and available resources, as described above; commended the Council for its initial action looking towards the termination, absorption and integration of certain international organizations and the establishment of relationships with others; and urged Member Nations to take necessary action to give effect to the Council's recommendations.

18. With respect to the budgets of the specialized agencies, General Assembly resolution 311 (IV) A of 25 November 1949, among other things, requested "the several specialized agencies and the several organs of the United Nations to give

<sup>1/</sup> Document E/1340 (25 May 1949)

<sup>2/</sup> Document A/1029 (21 October 1949)

continued attention to the relative urgency and productivity of each of their projects, with a view to obtaining the best results from the budget expenditures" of the United Nations and certain named specialized agencies, including ILO, UNESCO, FAO, ICAO, WHO, ITU and UPU. It also requested "the specialized agencies and the United Nations to give continuing attention to reduction in the total number of meetings and to strive towards a balanced over-all meeting calendar to facilitate programme and budgetary co-ordination".

19. At the first informal meeting of the transport and communications agencies (Geneva, 11 August 1949), explained above in paragraph 6, there were some preliminary discussions on the question of the allocation of functions and responsibilities in the meteorological field.

20. In a communication from IMO to ACC in July 1949, it was requested that IMO, as the parent body of the World Meteorological Organization (WMO), be recognized as the competent organization on meteorological matters, pending the coming into being of WMO.

21. The members of ACC in October 1949 agreed that there would be consultations with IMO, as the interim preparatory body for WMO, regarding allocation of functions and responsibilities in the meteorological field between WMO and their agencies. It was further agreed that the results of these consultations would be communicated to the ACC, which would in due course report on them to the Council.<sup>1/</sup>

22. As stated in the documentation before the Commission at its third session,<sup>2/</sup> the Director General of UNESCO suggested to ITU that the two agencies should sign an agreement for the purpose of closer co-operation between them. The ITU Administrative Council, at its third session (September-October 1948), considered a draft of an agreement submitted by UNESCO and asked the Secretary-General of the ITU to make inquiries with that agency about points, relating to telecommunications, of interest to the latter and to report thereon. At its fourth session (August-September 1949), the Council considered the reply received from UNESCO and reached the conclusion that a formal agreement between the two agencies was not necessary at that time and that the necessary co-operation could be worked out on a practical basis between the secretariats of the two organizations. The Secretary-General of the ITU was requested to notify the Director General of UNESCO accordingly.

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<sup>1/</sup> Document E/1572, paragraph 34.

<sup>2/</sup> Document E/CN.2/52, paragraph 61.

III. CO-ORDINATION OF ACTIVITIES RELATING TO SUBJECTS OF DIRECT  
INTEREST TO THE TRANSPORT AND COMMUNICATIONS COMMISSION

A. International transport

- (1) Simplification of frontier formalities and easing of barriers to international trade  
(United Nations-ICAO-ITO)

23. The United Nations is concerned with the simplification of passport and frontier formalities and the easing of barriers to the international transport of goods as they relate to international transportation as a whole. ICAO has concluded its work on annex 9 of the Convention on International Civil Aviation (Chicago, 1944), entitled "International Standards and Recommended Practices on Facilitation of International Air Transport." The Economic and Social Council and the Transport and Communications Commission<sup>1/</sup> have already underlined the importance of these standards which, when applied, will simplify the frontier formalities affecting the movement of aircraft.

24. ICAO and the Interim Commission of ITO have negotiated an informal arrangement whereby ITO requests ICAO's participation and takes its work into account in the preparation of recommendations on customs formalities, in so far as they relate to carriage of goods by air. ICAO requests ITO's participation in formulating recommendations concerning the facilitation of international air transport, and takes ITO's general recommendations into account in so doing. Both organizations have duties in this general field which are imposed by the Conventions governing their activities.

25. At its fifth session (Singapore, October 1949) ECAFE adopted a resolution on travel<sup>2/</sup> recommending, inter alia, that the Transport and Communications Commission be urged to continue its programme of reduction, simplification and unification of passport and frontier formalities, and that all ECAFE governments take prompt steps to adopt the ICAO Standards and Recommended Practices on the Facilitation of International Air Transport, which became annex 9 to the Convention on International Civil Aviation (Chicago, 1944).

26. For a more detailed account of activities relating to this subject see the

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<sup>1/</sup> See resolution 2 of the Report of the Transport and Communications Commission, third session (E/CN.2/65/Add.1, 31 March 1949).

<sup>2/</sup> Resolution of 27 October 1949 (E/CN.11/218).

documentation for item 3 of the Provisional Agenda, "Barriers to the international transport of goods".<sup>1/</sup>

(2) Aspects of public health relating to international transport  
(United Nations-WHO-ICAO)

27. WHO is responsible for the promulgation of international sanitary legislation. With a view to formulating a modern set of international sanitary regulations, it has delegated to its Expert Committee on International Epidemiology and Quarantine and various specialized study groups on pestilential diseases the task of collecting information which will enable it to issue these regulations. In revising the various sanitary conventions it is the general policy of WHO to ensure maximum security against international transmission of diseases with minimum interference to world traffic. Part of this legislation covers the sanitary aspects of international maritime, air and land traffic.

28. At its Second Assembly in July 1949 WHO approved a series of general principles which had been developed by the Expert Committee. On the basis of these, the Chairman of the Expert Committee drafted international sanitary regulations which were considered by the Expert Committee at its second session (Geneva, December 1949). As the subject of the session was closely related to the work which United Nations and ICAO have been doing on simplification of frontier formalities and facilitation of international air transport, representatives of the United Nations and ICAO were present as observers. Special attention was given to the impact of various diseases in the fields of land, sea and air transport, respectively. The Report and Draft Regulations are being submitted to the Executive Board of WHO and will probably be referred to a legal sub-committee before being circulated to Governments, specialized agencies, technical organizations etc. for comment. It is unlikely that they can be promulgated in final form before the Third Assembly of WHO in 1951.

29. This subject is treated more fully in the documentation for item 3 of the Provisional Agenda, "Barriers to the international transport of goods".<sup>2/</sup>

B. International communications

(1) Telecommunications

(a) Frequency allocation-aeronautical frequencies  
(ITU-ICAO)

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<sup>1/</sup> Document E/CN.2/79, part IV.

<sup>2/</sup> Document E/CN.2/79, part IV.

30. The preparation of the International Frequency List is, of course, the responsibility of the ITU, but since radio communications are of vital importance to aviation, meteorology and shipping, the co-operation of ICAO and IMO (and eventually IMCO) is necessary.

31. During the period under review a number of conferences have been held under ITU auspices for the allocation of frequencies on a regional and service basis. As regards frequencies for the aeronautical mobile service, ICAO has co-operated closely with ITU, and ICAO observers have attended all conferences where these frequencies have been discussed. The following specific instances of co-operation are considered worthy of particular mention:

- (i) The ITU Radio Conference for the North-East Atlantic (Loran Conference, Geneva, January-February 1949) agreed that the Loran (long-range navigation) system of radio-navigation in the N.E. Atlantic should be preserved in operation until a substitute, to be agreed by ICAO, could be put into operation. The Conference called upon ICAO to expedite in every way action on long distance radio-navigation systems and requested the ITU Secretary-General to circulate the resolution to all ITU and ICAO Members.
- (ii) The first session of the International Administrative Aeronautical Radio Conference (IAARC), Geneva, 1948, requested Administrations and ICAO to study its Provisional Report and to inform the IAARC second session, Geneva, 1949, of their views thereon. Consequently ICAO held a series of regional meetings (i.e. for South-East Asia, Europe-Mediterranean, African-Indian Ocean and Middle East regions) to draft regional plans as a basis for a co-ordinated frequency allotment plan for the international aeronautical routes of its members. The plan for Region 2 (Western Hemisphere) was, however, drawn up by a Committee of the Region 2-Fourth Inter-American Radio Conference, a conference held conjointly by the ITU and the Inter-American Radio Office (Washington, April-July 1949). This was done in order to avoid the necessity of a separate ICAO meeting for Region 2, and ICAO lent free of charge the services of five technically qualified members of its secretariat to help ITU in the work of the Committee. In addition ICAO was given the right to submit proposals in its own name to the  
/Committee.

Committee. The report of the Committee stated that in certain instances ICAO data had been used as a basis for calculating requirements and that the ultimate success of any aeronautical mobile frequency allotment plan adopted by the IAARC would depend entirely upon engineering and circuit implementation carried out by subsequent ICAO regional meetings. This report was submitted to the IAARC second session (Geneva, August-October 1949) to which ICAO also submitted its own plan.

- (iii) The IAARC second session recommended that in the case of regional and main world air-route areas comprising territories of ICAO members only (or otherwise if all Administrations affected agree), ICAO should take the measures necessary to hold regional or special meetings for assignment, as between Administrations, of frequencies to aeronautical radio stations. ICAO will hold the first of these meetings in Paris on 21 March 1950 for its African-Indian Ocean and Middle East Air Navigation Regions. It will hold the second, for the South-East Asia Region, in March and April 1950, and the third, for the Caribbean, South American and South Atlantic Regions, on 11 April 1950. The sites for the second and third of these meetings have not yet been designated.
- (iv) At the Administrative Radio Conference for Region 1, (Europe, including the territories of the USSR East of meridian  $40^{\circ}$  East of Greenwich, and the Mongolian Peoples Republic, and Africa), May-September 1949, the ICAO representative stated that no less than three-quarters of the medium frequency band dealt with by the Conference and contained in the Region 1 Plan had been allocated to the aviation service. The Plan for Region 1, after having been approved by the Special Administrative Radio Conference (for the preparation of the World Frequency Plan), would probably not be implemented until 1951. The European Broadcasting and Coast Station Plans (Copenhagen, 1946), however, were due to come into force on 15 March 1950. The ICAO representative reminded the Conference that the Copenhagen plans contained frequency assignments which would seriously impair the working of certain radio navigation services in the European Region. The Region 1 Plan contained new frequency assignments for these radio navigation services which had been made in contemplation of the Copenhagen Plans but if the latter were

/permitted

permitted to come into force on 15 March 1950, there would be a period during which they would be subject to harmful interference. The Conference passed a resolution drawing the attention of Administrations in the European Area to the potential dangers of the situation and recommending that they urgently undertake negotiations on the question.

- (v) The Chairman of the Provisional Frequency Board (PFB) of ITU requested on 8 October 1949 that a representative of ICAO be assigned to work with the PFB to assist in co-ordinating the frequency requirements of individual countries for frequencies in the aeronautical fixed services. An ICAO representative was designated and has commenced the task of assisting in the identification and co-ordination of aeronautical radio circuit requirements for eventual inclusion in the new world frequency list which will be prepared by the ITU.

(b) Aeronautical telecommunications equipment and operation thereof  
(ITU-ICAO)

32. On 30 May 1949, ICAO adopted Standards and Recommended Practices for Aeronautical Telecommunications (annex 10) which are scheduled to come into effect on 1 March 1950, unless effectively disapproved according to the Convention, and to be implemented on 1 April 1950. This annex provides for methods of radio equipment operation and specifications for certain radio equipment on aircraft which comply with technical characteristics laid down by ITU in so far as they concern the operation of other services and the efficient utilization of radio spectrum space.

(c) Aeronautical telecommunication network  
(ITU-ICAO)

33. Aeronautical telecommunication networks have been developed by Governments, or in their name, for the benefit of civil aviation services. The decision as to what kind of traffic may be carried on these networks, which might of course compete with the ordinary public telecommunications services, has presented a difficult problem to ITU.

34. The International Administrative Telegraph and Telephone Conference (Paris, 1949) invited the Director of the International Telegraph Consultative Committee (CCIT) of ITU to organize, in collaboration with the competent organ of ICAO and with the assistance of any other interested organizations, a study of the extent to which and under what conditions, messages of air transport companies,

/other than those

other than those of the flight safety and flight regularity categories, as defined in current ICAO documents, should be carried over the aeronautical telecommunication network. The Conference further invited the ITU Administrative Council to consider whether it might not be appropriate to conclude, in due course, an arrangement with ICAO on this subject.

35. With regard to the charges for telegrams sent over the aeronautical telecommunication network, the Conference expressed the opinion that these should not be more advantageous than those for similar telegrams sent over the public network and called upon the Director of the CCIT to bear this in mind during the study mentioned above in paragraph 34.

(d) Transmission of messages, including meteorological  
messages to and from ships  
(ITU-IMO-(IMCO))

36. As stated in the documentation for the third session of the Commission<sup>1/</sup> the ITU Administrative Council, third session, considered an IMO request that experts of the two agencies should examine problems arising out of the transmission of messages, including meteorological messages, to and from ships. It requested the Secretary-General of ITU to obtain further particulars from IMO. At the fourth session of the ITU Council, the Secretary-General informed the Council that he had been in correspondence with IMO but that so far that organization had not announced which questions it proposed to submit to ITU. The Chief of the IMO Secretariat, however, has informed the ITU Secretariat that the IMO Committee on Synoptic Weather Reports had set up a sub-committee, Central Sub-Committee T. (Telecommunications), one of the principal aims of which would be to co-operate with other international organizations in the interests of meteorology in the field of telecommunication. The Secretary-General of UPU pointed out that ITU and IMO were already collaborating closely on all questions of common interest to the two organizations, especially with regard to information for publication in the list of stations carrying out special services.

37. The ITU Administrative Council agreed that upon receipt of the required information, the subject would be put upon the agenda of its next session.

(2) Postal service - International air mail  
(ICAO-UPU)

38. The Congress of UPU requested ICAO to collect statistical and other data on

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<sup>1/</sup> Document E/CN.2/52, paragraphs 47 and 48.



the problem of the economics of international air mail. ICAO completed its study in April 1948 and submitted data to the Executive and Liaison Committee of UPU at its first session in October 1948. The Council of ICAO has stated that its interest lies in cost of operation, value to the user, volume and the influence of postage rates thereon, rates of payment to airlines and their relation to tariffs, categorization of services as it affects payments to airlines, priority to various classes of air mail, and principles governing the use of all or only selected airlines by postal administrations for carriage of international air mail. It has kept UPU advised of its interests and requested UPU's views concerning them. UPU wishes ICAO to supply it with complete information upon which it can rely in order to present the airlines with reasonable proposals. Most of these airlines can be approached through the International Air Transport Association (IATA), a non-governmental trade association which has co-operated closely with ICAO and UPU. International scheduled airlines are eligible for membership in this organization, and most of them have joined it.

39. The Assistant Secretary-General for Air Transport of ICAO attended the second session of the Executive and Liaison Committee of UPU (Geneva, May 1949) and visited the UPU headquarters in September 1949. Following these meetings a joint statistical programme for ICAO and UPU has been established. The Executive and Liaison Committee of UPU has requested that ICAO undertake in the first instance a study on the cost of the carriage of mail by air and on the classification of services into so-called "Categories A and B". ICAO is now proceeding with these tasks.

C. Application of meteorology  
(IMO-ICAO-ITU)

40. As stated in documentation for the third session<sup>1/</sup> ICAO and IMO continue their close relationship as concerns aeronautical meteorology. They decided to hold jointly the third session of ICAO's Meteorology Division (MET) and the fifth session of IMO's Commission for Aeronautical Meteorology in Paris on 14 February 1950. Item 4 on the agenda was "Technical aspects of the division of tasks between IMO Technical Commissions and the ICAO MET Division".

41. The Meteorological Committee of ICAO's African-Indian Ocean Regional Air Navigation Meeting (London, March-April, 1949) made a recommendation (no. 14), later approved by the ICAO Council, that the States of the Region be advised of

<sup>1/</sup> Document E/CN.2/52, paragraphs 37-39.

the aeronautical need for full implementation of resolution XXXVII of the IMO Regional Commission for Africa which provides for the establishment of sub-continental meteorological broadcasts in Africa.

42. The ICAO Conferences on Joint Financing and Operation of Air Navigation Services (London, April-May 1949) were attended by representatives of IMO who took an active part. These conferences are described in paragraphs 54-57 below.

43. The ITU Administrative Council, at its fourth session (August-September 1949) resolved to draw the attention of IMO to the advantage of intensifying the collection of meteorological information concerning thunderstorm centres of the world and requested the Director of the International Radio Consultative Committee (CCIR) to implement this resolution.

D. Co-ordination of statistical activities  
(United Nations-All specialized agencies)

44. Statistics is one of the subjects covered in the relationship agreement between the United Nations and each of the following specialized agencies which are primarily concerned with international transport and communications: ICAO, UPU, and ITU.<sup>1/</sup> It is agreed that each of the specialized agencies shall be the primary agency for collecting statistics in its field, but the agreements do not prejudice the interest of the Statistical Commission and the Statistical Office in the setting of standards, the promotion of comparability and in the adequacy in time and extent of the statistics themselves.

45. The Statistical Office receives figures regularly from the specialized agencies and has used them to compile annual figures on civil aviation traffic and postal, telegraph, telephone and broadcasting services for the United Nations Statistical Yearbook, and monthly figures on civil aviation traffic for the United Nations Monthly Bulletin of Statistics.

46. The UPU has requested the Sub-Commission on Statistical Sampling of the Statistical Commission of the United Nations to express preliminary views on the methods to be applied in the collection of statistics on postal traffic.<sup>1/</sup> The Sub-Commission agreed that sampling methods can be expected to produce great improvements in the reliability of postal statistics and has made various suggestions.

E. Co-ordination of activities in the fields of aviation, shipping, telecommunications and meteorology in regard to safety at sea and in the air

(ICAO-(IMCO)-ITU-IMO)

- <sup>1/</sup> These agreements are described in document E/CN.3/69 with annexes I and II (6 April 1949) prepared for the Statistical Commission at its fourth session.
- <sup>2/</sup> See document E/CN.3/Sub.1/W.9 (14 September 1949).

47. As shown in the documentation for the third session,<sup>1/</sup> this is a subject which has been recognized to be important since the early days of the United Nations. Broadly speaking, it may be said that almost any service with which the specialized agencies in the field of transport and communications are concerned is in some way related to safety in the fields of international shipping and aviation. In this note, however, a more restricted horizon is envisaged. Only those subjects will be treated which are primarily concerned with the safety of vessels and their occupants while at sea and with the safety of aircraft and their occupants while over the sea or in survival craft on the sea. Consequently this portion of the note will be devoted to activities relating to such subjects as were considered by the Preparatory Committee of Experts on Co-ordination of Safety at Sea and in the Air (London, 1948), namely: collision; distress; search, assistance and rescue on the high seas; and long-distance navigational aids designed to aid both surface vessels and aircraft.

48. ICAO has continued to consider the possibility of convening joint meetings of the specialized agencies for the purpose of discussing particular problems related to safety of life at sea and in the air, as suggested by paragraph 21F of the report of the Preparatory Committee of Experts on Co-ordination of Safety at Sea and in the Air.<sup>2/</sup> Its Air Navigation Commission considered the question and decided to take no specific action in this regard, expressing the view that it would be the responsibility of the secretariat to initiate action as and when the need arose. It is expected that the Air Navigation Commission will reconsider the matter at its third session. The ICAO Council has taken no action in this connexion.

49. None of the specialized agencies has yet taken the initiative in calling such joint meetings.

(1) Collision rules  
(ICAO-(IMCO))

50. ICAO's Rules of the Air (annex 2 to the Convention on International Civil Aviation, Chicago, 1944) originally provided in section 3.1.11.1 that aircraft operated on the water should comply with the International Regulations for the Prevention of Collision at Sea, without further explaining or reproducing the

<sup>1/</sup> Document E/CN.2/51, pages 1 and 2.

<sup>2/</sup> See document E/CN.2/51, page 8, paragraph 1.11, and pages 12 and 13.

applicable regulations. As a result of the Safety of Life at Sea Conference (London, 1948) a revised set of regulations for surface vessels was adopted, called "International Regulations for Preventing Collisions at Sea, 1948", which will supersede the former regulations on a date to be fixed by the United Kingdom Government on not less than one year's notice. The ICAO Council is considering amendments to annex 2 comprising "Rules for Water Operations" which will be necessary when the new regulations are implemented and which will bring it into conformity with them. They will be included in a revised version of the annex, which is being amended in its entirety.

(2) Telecommunications  
(ICAO-ITU-(IMCO))

51. Safety of life at sea and in the air is profoundly affected by the orderly use of radio frequencies. Consequently the activities of the specialized agencies relating to telecommunications, especially frequency allocation, which is explained in paragraphs 30-31 above, is of the utmost importance.

52. The Council of ICAO has under consideration recommendations nos. 71 and 72 of the Communications Division of ICAO which were made at its third session (Montreal, January-February 1949). These propose certain HF (High Frequency) Distress Channels for survival craft and for scene of action frequencies, in the light of decisions made at the International Radio Conference (Atlantic City, 1947). The Air Navigation Commission of ICAO has recommended that Council approve them and communicate them to IMCO for dissemination to maritime interests.

53. The International Radio Consultative Committee (CCIR) of the ITU (Stockholm, 1948) studied and made recommendations regarding the international radiotelephone distress signal, and watch on distress frequency 2182 kilocycles, by automatic alarm devices. Study group Number 9 of the CCIR has the matter of automatic alarm devices under review and is awaiting reports of tests on various models from countries to which they have been submitted for test. No definite recommendation on the subject may be expected before the next CCIR Plenary Assembly which is scheduled to be convened in Prague during May 1951.

(3) Air navigation services  
(ICAO-ITU-IMO)

54. The ICAO Conferences on Joint Financing and Operation of Air Navigation Services (London, April-May 1949) comprised the Second Conference on North Atlantic Ocean Stations, the ICAO Conference on Air Navigation Services: Greenland and the Faroes, and the ICAO Conference on Air Navigation Services: Greece.

/IMO sent

IMO sent representatives to these conferences and took an active part in them.

55. On 12 May 1949 an agreement was signed which superseded the International Agreement on North Atlantic Ocean Weather Stations (London, 1946).<sup>1/</sup> It is known as the Agreement on North Atlantic Ocean Weather Stations (London, 12 May 1949) which was made as a result of the Second Conference on ICAO North Atlantic Ocean Stations (London, April-May 1949). The number of stations was reduced from thirteen, as under the 1946 agreement, to ten, and their locations were rearranged. As under the former agreement, the Council of ICAO, which accepted the agreement on 3 June 1949, will continue to co-ordinate the general programme, to be financed by states using the services supplied by the stations. IMO will be kept informed of the meteorological aspects of the general plan of operation of the stations and will be invited to attend any meetings for the co-ordination of the programme. IMO procedures and specifications will be used for the meteorological aspects of the work of the stations. ICAO has requested ITU to allocate call signs to the Ocean Stations.

56. On 9 September 1949 an agreement was signed between the Council of ICAO and the Government of Denmark concerning the financing of certain air navigation services in Greenland and the Faroe Islands as a result of the ICAO Conference on Air Navigation Services: Greenland and the Faroes (London, April-May 1949). These services comprise Loran (long range navigation) services at Skuvanes in the Faroes and air navigation services in Greenland relating in part to meteorology. It was provided, as in the Agreement on North Atlantic Weather Stations, that the Council of ICAO would generally supervise the operation of the services, that ICAO and IMO would co-operate, and that IMO procedures would be used.

57. The ICAO Conference on Air Navigation Services: Greece (London, April-May 1949) considered the requirements in Greece relating to aerodromes and ground aids, meteorology, communications and air traffic control. It devised priorities as to matters requiring action in order to make air navigation services in Greece reasonably adequate for operation of international air services, inasmuch as Greece was unable to furnish the required funds, but it was unable to reach agreement on a plan to finance these services. The Conference, however, did make recommendations to the ICAO Council relating to the general policy it should follow in proceeding with a programme in Greece.

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<sup>1/</sup> See document E/CN.2/51, pages 10 and 11.

/58. The Council of ICAO

58. The Council of ICAO convened a special meeting of communications and meteorological experts to consider a revision of the communications network for carrying aeronautical meteorological information in the North Atlantic Region. This was known as the Special North Atlantic Meteorological Telecommunications Meeting (London, April 1949). It made recommendations, which were considered, revised in part, and adopted by the ICAO Council. Representatives of the secretariats of IMO and ICAO were in attendance.

59. For additional information relating to co-ordination of activities relating to weather aids which may incidentally affect safety of life at sea, reference is made to paragraphs 40-43 above.

(4) Search, assistance and rescue  
(ICAO-ITU-IMO-(IMCO))

60. The Legal Committee of ICAO continues to have this question before it.<sup>1/</sup> At its fourth session (Montreal, June 1949) it considered replies by Governments to questions relating to possible revision and consolidation of the Brussels Convention and the CITEJA draft convention, which relate respectively to assistance and salvage of aircraft or by aircraft at sea and assistance and salvage of aircraft by aircraft on land.<sup>2/</sup> These replies disclosed that there was a general feeling that the Brussels Convention should be revised and that the major problem was not related to private international law as was the Brussels Convention, but to public international law in that it concerned remuneration between states for search and rescue operations. The Legal Committee recommended that, when the ICAO Council had reached a conclusion on the basic policy to be followed in discharging the mutual obligations of member States under the Chicago Convention concerning assistance in distress, it refer the problem of remuneration back to the Legal Committee along with the problem of revising the relevant conventions.

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<sup>1/</sup> For an account of earlier consideration of this question by the ICAO Legal Committee see document E/CN.2/51, pages 8 and 9.

<sup>2/</sup> The Convention for the Unification of Certain Rules Relating to Assistance and Salvage of Aircraft or by Aircraft at Sea (Brussels, 1938) has been signed but it has not been ratified by any state. The draft of a proposed Convention for the Unification of Certain Rules Relating to Assistance and Salvage of Aircraft by Aircraft on Land was adopted by CITEJA (Comité International Technique d'Experts Juridiques Aériens), the predecessor of the Legal Committee of ICAO, in January 1946.

61. The entire problem of unifying rules for assistance and salvage by aircraft and vessels on both land and sea and providing for appropriate remuneration therefor is one which would require co-ordination as to all the specialized agencies concerned with aviation, shipping, telecommunications, and perhaps meteorology.

62. Regulations 10 and 15 of chapter V of the International Convention for the Safety of Life at Sea (London, 1948), which will come into force twelve months after the date on which the last of the required acceptances is deposited, provide for procedure to be followed by a master of a ship at sea in the event of a distress message from an aircraft or a survival craft therefrom, and the undertakings of states concerning coast watching for search and rescue. The Air Navigation Commission of ICAO agreed that ICAO's Standards and Recommended Practices for Search and Rescue should contain an appropriate reference. Accordingly ICAO's draft Annex for Search and Rescue contains copies of these regulations.

#### IV. CO-ORDINATION OF

IV. CO-ORDINATION OF ACTIVITIES RELATING TO SUBJECTS OF INDIRECT INTEREST TO THE  
TRANSPORT AND COMMUNICATIONS COMMISSION

A. Expanded programme of technical assistance for economic development of under-developed countries (United Nations-ICAO)

63. In pursuance of a resolution of the Economic and Social Council at its eighth session,<sup>1/</sup> the Secretary-General, in consultation with the specialized agencies, submitted to the Council at its ninth session a "Plan for an expanded co-operative programme through the United Nations and the specialized agencies."<sup>2/</sup> The Council at its ninth session proposed some observations, guiding principles and administrative and financial machinery for the programme and recommended a course of action to the General Assembly.<sup>3/</sup> The General Assembly at its fourth session unanimously approved the guiding principles and administrative and financial machinery proposed by the Council for the operation of the programme.<sup>4/</sup> A Technical Assistance Board (TAB) will administer the programme and report to a Technical Assistance Committee (TAC) of the Council. The Board will be composed of the executive heads of the United Nations and the specialized agencies (or their representatives) under the Chairmanship of the Secretary-General (or his representative). It is expected that the first meeting of TAB will take place early in February 1950.

64. ICAO is the only specialized agency in the field of transport and communications which is represented on the TAB, as the other specialized agencies in the field have not thus far decided to participate in the programme. The Council of ICAO approved and supported ICAO's participation in September 1949,<sup>5/</sup> and on 13 December 1949 accepted the observations and guiding principles laid down by the Economic and Social Council. It also sought the guidance of its Member Governments on ICAO's role in the programme.

65. According to these resolutions, during the first fiscal year the Secretary-General will allot contributions received from participating Governments during the year. The first \$10,000,000 will be available for distribution to participating organizations. Of the second \$10,000,000, 70 per cent will be automatically available for distribution to them and 30 per cent will be retained

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<sup>1/</sup> Resolution 180 (VIII) of 4 March 1949.  
<sup>2/</sup> Document E/1327 (27 May 1949), and Add.1 and 2.  
<sup>3/</sup> Resolutions 222 (IX) of 14 and 15 August 1949.  
<sup>4/</sup> Resolution 304 (IV) of 16 November 1949.  
<sup>5/</sup> Document E/1327/Add.3 (19 October 1949).



for subsequent allocations, as will any contributions above \$20,000,000. Distribution to participating organizations will be made in accordance with the following percentages:

United Nations.....	23%
ILO.....	11%
FAO.....	29%
UNESCO.....	14%
ICAO.....	1%
WHO.....	22%
Total.....	100%

66. It is expected that a Technical Assistance Conference, called for by the resolutions, will be convened by the Secretary-General early in 1950 at United Nations headquarters. Its purpose will be to ascertain the total amount of contribution from Governments for the first year of operation and to give final consent to the proportionate shares and to other financial arrangements.

B. Conditions of employment in international transport (ILO-(IMCO)-WHO)

67. The International Labour Conference, at its 32nd session (Geneva, June 1949), decided to make some relatively minor changes in three of the nine Seattle conventions, with a view to facilitating ratification. These conventions are concerned with improved conditions of employment in the maritime field. They were adopted by the International Labour Conference (28th session, Seattle, 6-29 June 1946). The necessary parliamentary procedure in various countries in this regard has not yet been carried through. This matter will, of course, be of interest to IMCO when it is operative.

68. In November 1948, the Executive Board of WHO at its second session agreed that a joint committee be set up with ILO to study the hygiene of seafarers. This proposal was accepted by the Governing Body of ILO at its 109th session (Geneva, June 1949), and the Committee held its first session (Geneva, December 1949).

69. As mentioned in the documentation for the third session of the Commission,<sup>1/</sup> the Governing Body of ILO in December 1948 (107th session, Geneva) considered proposals concerning employment in international civil aviation.

70. The Governing Body decided that item 1 of the agenda for the third session of the Inland Transport Committee of ILO (Brussels, 1 May 1949) should consist of a general report dealing, among other things, with "steps taken by the Office to

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<sup>1/</sup> Document E/CN.2/52, paragraph 58.

follow up the studies and enquiries proposed by the Committee". One of the studies which was proposed by this Committee (resolution 13 adopted 16 May 1947 at the second session) was on the subject of conditions of employment in civil aviation, with special reference to the problems peculiar to air crews, with a view to eventual consideration of a code of minimum conditions of employment in civil aviation. It was to be prepared in collaboration with ICAO and other appropriate international organizations. The Office, however, had to postpone the preparation of this section of its general report but stated that arrangements were being made to ensure that the important questions raised in this connexion would be considered by the Committee at an early session. The Committee recommended that the subject of conditions of employment in civil aviation remain as a subject for study. The Office pointed out that the International Labour Conference at its 31st session (San Francisco, 1948) had requested that the Office undertake studies on the working conditions of persons employed on aircraft. The Governing Body decided that this subject should be included among those to be discussed with ICAO in connexion with the study to be made.

71. The Committee at its third session also recommended that no action be taken on the subject of employment of young persons on night work in civil air transport until it be shown to constitute a problem.

C. Application of telecommunications

(1) Use of telecommunications in improving international understanding  
(United Nations-ITU-UNESCO)

72. Telecommunications play so vital a part in the international exchange of information and ideas that it is inevitable that the ITU should be concerned with efforts to promote understanding between peoples and thereby to protect mankind from the scourge of war.

The Mexico City High Frequency Broadcasting Conference, convened under the auspices of ITU, adopted a resolution offered by the UNESCO observer, calling upon Governments not to use the frequencies assigned by the Conference for purposes contrary to mutual understanding and tolerance, to take practical steps to this end and to bring such measures to the attention of the United Nations, ITU and UNESCO.

73. At its 16th session (June 1949), the Executive Board of UNESCO decided to include a draft resolution on the programme of the fourth session of the UNESCO General Conference proposing that the Director-General be entrusted with the

/task of

task of convening a committee of experts to study the possibility of preparing, together with the United Nations and ITU, a convention whereby states would bind themselves to take practical steps in order that frequencies assigned to them by international agreement would not be used for purposes prejudicial to mutual understanding and consideration. This resolution was not included in the programme of the General Conference which, in consequence, has not so far made any recommendation on this matter.

74. The Fourth Inter-American Radio Conference (FIARC), Washington, April-July 1949, at which UNESCO was represented, also passed a resolution that radio should be used in the interests of peace and that the countries of the American Region, Members of the United Nations, ITU and UNESCO, take steps to implement the resolution and keep those organizations informed. The FIARC reaffirmed the principle of freedom in radiocommunications which had been agreed at a previous Inter-American Radio Conference.

75. The United Nations Conference on Freedom of Information (Geneva, March-April 1948) recommended three draft conventions. Two of these, that of the Gathering and International Transmission of News and that on Freedom of Information were of interest to ITU because there were discrepancies between some of their provisions and some of the provisions of both the International Telecommunication Convention (Atlantic City 1947) and the International Telegraph Regulations (Cairo, 1938 and Paris, 1949). These discrepancies arose from the difference between articles 29 and 30 of the Telecommunication Convention, which confer the right of stoppage or suspension of the telecommunication services in certain circumstances, and article 4 of the Convention on the Gathering of News and article 1 of the Convention on Freedom of Information, whereby Contracting States undertake to give freedom of ingress and egress of information. There was also a discrepancy between the above-mentioned article 4 and articles 90 and 91 of the Telegraph Regulations (Cairo, 1938) in connexion with reimbursement for press telegrams.

76. During the third session of the General Assembly an ITU representative attended the Third Committee, which was considering the Convention on the Gathering of News. As a result of his intervention an appropriate reference to the Telegraph Regulations was inserted in article 4 (which is now article VII of the Convention on the International Transmission of News and the Right of Correction) but it was not amended to bring it into line with articles 29 and 30 of the Telecommunication Convention. Article 1 of the Convention on Freedom of  
/Information was,

Information was, however, amended so that the text was no longer in contradiction with the Telecommunication Convention.

77. The General Assembly (resolution 277 (III)) approved the Convention on the International Transmission of News and the Right of Correction but resolved that it should not be open for signature until the General Assembly had taken definite action on the Convention on Freedom of Information. At its 232nd plenary meeting on 20 October 1949, the General Assembly recommended to the Economic and Social Council that it request the Commission on Human Rights to include adequate provisions on freedom of information in the draft International Covenant on Human Rights, taking into account the work done on the draft Convention on Freedom of Information. It was decided to postpone further action on the Convention on Freedom of Information to the fifth session of the General Assembly pending receipt of the draft International Covenant on Human Rights or a progress report thereon.

78. The International Administrative Telegraph and Telephone Conference (Paris, 1949) amended the Telegraph Regulations (articles 50 and 90), as far as reimbursement for press telegrams is concerned, to bring them more into line with the provisions originally inserted in article 4 mentioned in paragraph 75 above. Later the ITU Administrative Council, at its fourth session (August 1949), directed the ITU Secretary-General to bring to the attention of members the discrepancy between article VII of the Convention on the International Transmission of News and the Right of Correction and articles 29 and 30 of the Telecommunication Convention (Atlantic City).

(2) Telecommunications for the Press (ITU-UNESCO)

79. In pursuance of its aim to promote the "free flow of ideas by word and image"<sup>1/</sup>, UNESCO has interested itself in obtaining the best possible conditions for dissemination of news through the Press. The Director-General of UNESCO submitted a statement to the Telephone Committee of the International Administrative Telegraph and Telephone Conference (Paris, 1949) and addressed a message to the Conference. The main points contained in the statement and message were concerned with the Press, for which the Director-General urged various new provisions in the Telegraph and Telephone Regulations.

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<sup>1/</sup> See document E/CN.2/52, paragraph 62.

/80. He suggested

80. He suggested that "press calls" be listed as a separate category and defined separately in the Telephone Regulations, and that such calls should enjoy priority and reduced rates. The Conference was unable to adopt these suggestions but passed a resolution (resolution no.5 printed at the end of the Telephone Regulations) taking note, inter alia, of the proposals of UNESCO and recommending that Administrations and recognized telephone operating companies in Europe expedite execution of their agreed plans for the improvement of the European telephone system within the limits of their financial resources.

81. The Director-General of UNESCO proposed changes of a like nature in the Telegraph Regulations for the benefit of press traffic. The definition of "press telegram" was changed in a manner which made it more acceptable to UNESCO and more favourable rates were fixed for press telegrams in some cases.

(3) Priority for United Nations telegrams and telephone calls  
(United Nations-ITU)

82. The League of Nations enjoyed overriding priority for telegrams relating to the application of articles 15 and 16 of the Covenant, exchanged between certain of its officials and between them and ministers members of Governments in case of danger of war. The Secretary-General of the United Nations proposed to the International Administrative Telegraph and Telephone Conference (Paris, 1949), that similar priority be accorded "in case of emergency" to the telegrams and telephone calls relating to the application of Articles VI, VII and VIII of the Charter exchanged between certain named United Nations officials and between them and ministers members of Governments.

83. The Conference agreed that telegrams of the United Nations should have priority as requested and included a provision to this effect as Article 83 § 6 of the Telegraph Regulations (Paris, 1949). The Conference did not agree that a similar provision should be inserted in the Telephone Regulations (which apply to the European region only) but passed a resolution recommending that United Nations be granted priority for telephone calls. The Secretary-General of the ITU was requested to communicate this resolution to ITU members and it was included as resolution 2 in the resolutions printed at the end of the volume entitled "Telephone Regulations".

(4) Charges for the renting of telegraph and telephone circuits to meteorological services (ITU-IMO)

84. The International Telegraph and Telephone Conference (Paris, 1949), at which IMO was represented, agreed to refer to the International Telegraph and  
/Telephone

Telephone Consultative Committees of ITU (CCIT and CCITF) the question whether, and under what conditions, charges for circuits leased to the meteorological services might be reduced.

(5) Standardization and operation of start-stop (teletype) apparatus  
(ITU-ICAO)

85. The International Administrative Telegraph and Telephone Conference (Paris, 1949) referred to the International Telegraph Consultative Committee (CCIT) certain ICAO recommendations for the standardization of the teletype signal code and of teletype operation.

D. United Nations research laboratories  
(United Nations-all specialized agencies)

86. The Economic and Social Council in a resolution of 3 October 1946<sup>1/</sup> invited the Secretary-General "to consult UNESCO and the other specialized agencies concerned and to submit to the Economic and Social Council... a general report on the problem of establishing United Nations Research Laboratories". In a second resolution of 10 August 1948<sup>2/</sup> the report was noted; the Secretary-General was invited to communicate with all Governments, UNESCO, the specialized agencies and the leading international scientific organizations, to apprise the Council of their findings, to form a small committee of experts who would examine the subject, and to submit their reports to the Council in due course.

87. Eleven specialized agencies have corresponded with the United Nations Secretariat on the question of implementing the resolutions of 10 August 1948.<sup>3/</sup>

ITU has reported that it has referred the question to the International Telephone and Radio Communications Consultative Committees.

UPU has stated that it would gladly make use of the laboratories, should the need arise.

ICAO has stated that it does not contemplate co-operating with the United Nations in this study at the present state.

IMCO is unable to examine the question until it has become operative.

E. Co-ordination of cartographic activities  
(United Nations-all specialized agencies)

88. In a resolution of 19 February 1948<sup>4/</sup>, the Economic and Social Council

<sup>1/</sup> Resolution 22 (III) of 3 October 1946.

<sup>2/</sup> Resolution 160 (VII) of 10 August 1948.

<sup>3/</sup> UNESCO, ILO, FUND, FAO, WHO, ITU, UPU, IRO, ICAO, BANK and PC/IMCO. See document E/CONF.9/PC/1 (20 July 1949) for information on communications from international organizations concerning resolution 160 (VII).

<sup>4/</sup> Resolution 131 (VI) of 19 February 1948.

sought to stimulate accurate survey and mapping. It recommended that the Secretary-General promote the exchange of technical information, the preparation of a study on modern cartographic methods and the development of uniform international standards; and that he co-ordinate the plans and programmes of the United Nations and specialized agencies in the field, taking into account the work of the various international scientific organizations in the field, and report to the Council.

89. As a result of this resolution the Secretary-General, among other things, requested communications from specialized agencies, including ICAO, UPU, ITU, IMCO and IMO, setting forth their positions on the matter. All, except IMCO, which is not yet operative, expressed their views, and the Secretary-General convened a committee of experts on cartography on 21 March 1949, at Lake Success.

90. In a subsequent resolution of 27 July 1949,<sup>1/</sup> the Economic and Social Council noted, among other things, the report of the Secretary-General and the report of the experts, and instructed the Secretary-General to proceed with establishing a cartographic office to provide such assistance as might be requested by the specialized agencies, to continue his efforts toward co-ordination, and to publish periodical summaries on cartography.

91. As a result of this resolution the Secretary-General requested further communications from the above-mentioned specialized agencies. ICAO, UPU and IMO indicated a need for and their willingness to co-operate in the projected activities and explained their functions in this connexion. ITU's reply had not yet been received at the time this note was prepared. IMCO was unable to express its views until fully operative.

92. The International Administrative Aeronautical Radio Conference (IAARC) of ITU (Geneva, 1948 and 1949) recommended that since inclusion of aeronautical stations among the information contained in the ITU map of radio-navigation land stations would be a particularly intricate problem and the information would be of interest to airmen only, and since ICAO has already arranged for the publication of its own map showing such stations, the information should not also be put out by ITU. The IAARC contemplated that ITU members who are not members of ICAO would have to make their own arrangements with ICAO if they wanted this information.

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<sup>1/</sup> Resolution 261 (IX) of 27 July 1949.

F. Inter-service privileges

(United Nations-all specialized agencies)

93. As reported in the documentation before the last session of the Commission,<sup>1/</sup> the Executive and Liaison Committee of UPU at its October 1948 session decided to adjourn sine die the negotiations for reciprocal franking arrangements with the ITU. The International Administrative Telegraph and Telephone Conference (Paris, 1949), to which the question had also been referred, decided not to pursue the matter in view of the UPU action and since it was felt that the exchange of privileges could not be effected in a satisfactory fashion and without bearing more heavily upon some Administrations than on others.
94. The General Conference of UNESCO at its fourth session (Paris, September-October 1949) instructed the Director-General to study, in co-operation with UPU, a scheme for the issue of UNESCO postage stamps in order to lower and unify postal charges for correspondence between teachers and pupils of the schools of different countries.
95. Article IV, section 11, of the Convention on the Privileges and Immunities of the Specialized Agencies, approved by the General Assembly on 21 November 1947, provides that each State party to it shall grant specialized agencies, for their official communications, treatment not less favourable than that accorded by the Government of such state to any other Government, including the latter's diplomatic mission, in the matter of priorities, rates and taxes on mails, cables, telegrams, radiograms, telephotos, telephone and other communications, and press radio for information to the Press and radio.
96. This matter was discussed at the ITU International Administrative Telegraph and Telephone Conference (Paris, 1949) which adopted an avis for submission to the ITU Administrative Council calling attention to the fact that there is a conflict between section 11 and the International Telecommunication Convention, by the terms of which "government" privileges are not extended to specialized agencies. The Administrative Council at its fourth session (August-October 1949) requested the ITU Secretary-General to suggest to ITU member countries, Members of the United Nations, that the matter be placed on the agenda of the Fourth General Assembly with a view to proposing that the United Nations consider the calling of a special conference for the purpose of abrogating article IV,

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<sup>1/</sup> Document E/CN.2/52, paragraphs 40 and 41.



section 11. the ITU Secretary-General was also requested to place the question on the agenda of the last session of the Administrative Council before the ITU Plenipotentiary Conference (Buenos Aires, 1952) in the event that it has not been resolved to the satisfaction of ITU before that date.

97. The problem came up for discussion before the Sixth Committee of the Fourth General Assembly to which the foregoing facts had been reported by the Secretary-General (in A/940 and A/940/Add.2). A representative of a member of the ITU Administrative Council was present during the discussions and explained the ITU attitude. It was the sense of the Committee not to take action on the ITU's suggestion and it recommended (A/1171) that the General Assembly take note of the Secretary-General's report presented in documents A/940 and A/940/Add.2.

Accordingly, the General Assembly agreed to take note of the report at its 266th meeting on 5 December 1949, and it is presumed that the question will be discussed by the ITU Administrative Council before the ITU Plenipotentiary Conference in 1952.

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