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President: Mr. PÉREZ GUÉRRERO (Venezuela).

AGENDA ITEM 2

General discussion of international economic and social policy (E/4454, E/4467/Rev.1, E/4486/Add.1, E/4488 and Add.1-5, E/4496, E/4511 (Summary), E/4515, E/4525, E/4551; E/CN.5/417 and Corr.1 and Add.1 and Add.1/Corr.1 and Add.2 and Summary; E/CN.11/825; E/CN.12/806, E/CN.12/808 and Add.1; E/CN.14/409; E/ECE/703) (*continued*)

1. Mr. TWIGT (Secretary-General, International Civil Aviation Organization) drew attention to the two papers submitted by his Organization to the Council for the current session—the full report on activities in 1967 prepared for the ICAO Assembly and the analytical summary requested by the Council (E/4522 and Add.1).

2. Describing recent developments in civil aviation, he said that the volume of traffic had continued to increase at about 15 per cent per annum and that the orders placed by airlines for new aircraft were estimated to be worth about \$12,000 million. There were already aircraft in service which had a capacity of 250 passengers, aircraft with a capacity of 350 to 500 passengers would come into service in 1970 and 1971 and aircraft with a capacity of 900 passengers or the equivalent weight of cargo and mail had already been designed. Commercial aircraft with speeds of Mach 2-3 were being designed or under construction and contracts had been given for the study of transport aircraft operating at several times that speed. An aircraft due in service in about two years' time would carry some 300,000 lb of fuel, and since the weight of shielding required for installation of nuclear power in aircraft was estimated at about 300,000 lb, nuclear-powered flight might shortly become a possibility. There had been a correspondingly rapid improvement in the efficiency and economy of aircraft operation and it could be assumed that continued technical development would provide faster, safer and generally cheaper air transport.

3. Such progress would inevitably stimulate the already explosive growth of tourism. ICAO had studied with

interest the activities of other organizations in that field and was co-ordinating its work with theirs. Studies had been made of the growth of air passenger and cargo traffic in Africa and Latin America and other studies were being prepared. The volume of air cargo traffic was still considerably below that of passenger traffic, but was increasing at a faster rate.

4. A major problem was the provision of adequate air navigation services, air traffic control, and weather and other services. Since 1946, ICAO had, through regional meetings, maintained an "air navigation plan" for each of several air navigation regions. Each major revision of those plans was based on a forecast of air traffic for the succeeding five years. Implementation of those plans, however, presented difficulties for the Contracting States, since trained staff were not yet available in sufficient numbers or with the requisite qualifications. ICAO's programmes under UNDP continued to be devoted largely to technical training in the aviation trades. There was also difficulty in designing and building aerodromes suitable for the operation of the new types and greater numbers of aircraft. ICAO was preparing material for a manual giving advice on the inference of trends from traffic statistics and on planning. A more general study was being made of the possibility of instituting an equitable and practicable world-wide system of air route and airport charges. Such a system could lead to equitable distribution of the burden of providing air navigation services.

5. At its next session, in September, the ICAO Assembly, would consider the application of systems planning to the introduction of new aircraft types. It was proposed to study the possibility of relating, at the earliest stage in the design of a new aircraft, the desired characteristics of the aircraft to the demands it would make on the infrastructure. The advantages that would entail for the States providing the infrastructure were obvious. It would also enable aircraft designers and operators to determine at what stage of development the potential economic advantage of a new type would be nullified by its inability to operate as designed, for example, at an economic load factor. The course of technological development and the growth of traffic seemed to make it desirable to draw aircraft development planning and infrastructure planning more closely together.

6. Referring to the important role played by aviation in the development of remote regions and the extension of medical services to areas where the cost of providing them by other means would be prohibitive, he described a project under which ICAO was helping the Government of Afghanistan to establish an air service for the development of remote areas using aircraft with high rates of descent and climb which could operate from small aerodromes. A similar project had been undertaken in West Iran.

7. In fields of common interest and competence ICAO co-operated closely with other organizations, principally ITU, WMO, UPU and IMCO. Information on activities and plans at different levels was exchanged on a wide scale. The rules of procedure of ICAO's subsidiary bodies allowed other organizations free access to their deliberations. The principles of co-ordination had long since been accepted, and organizations should now identify specific instances in which co-ordination measures were required and draw attention to them through ACC.

8. Mr. MILI (Secretary-General, International Telecommunication Union) said that the problems with which the ITU was concerned related to the development of all countries' telecommunication networks, and hence to the development of the economic, social, industrial and agricultural activities of all regions of the world. The smooth development of those networks was essential for the full success of the second Development Decade.

9. In the report of ITU (E/4542), a special section was devoted to the exploration and peaceful uses of outer space, a question which was more fully developed in the seventh report by ITU on telecommunication and the peaceful uses of outer space (E/4542/Add.1).

10. The World Administrative Radio Conference had been called in order to bring up to date the provisions of the Radio Regulations so that both the extension of maritime communications and the technical progress achieved might be taken into account. In order to meet the rapid increase in requirements for communications by the allotment of frequency bands to the Maritime Mobile Service, the Conference had decided that single sideband radio-telephone technique should be gradually introduced.

11. Two other conferences had been organized by the Union in 1967. The first was the Plan Committee for Africa, which had met at Addis Ababa and drawn up a rational plan of modern arteries for inter-African links with well-sited traffic concentration points. It had also carried out some interesting studies on rate-fixing. The plan provided the basis for the pre-investment study which ITU hoped to undertake with the assistance of UNDP and in collaboration with the Economic Commission for Africa (ECA). In that connexion, it should be noted that the collaboration between ITU and ECA would enable Africa to acquire, within a reasonable time, the pan-African telecommunication network which was necessary for its economic and social development.

12. The second conference to which he had referred was that of the World Plan Committee, which had been held in Mexico City and which had, for the first time, integrated satellite communications into the world telecommunication network. Anticipating the further development of automatic and semi-automatic international operation, the conference had also studied more accurate methods for future use in calculating the number of circuits required.

13. As in previous years, particular attention had been paid to technical co-operation, the main objectives in that field being: the promotion of the development of telecommunication networks in Africa, Asia and Latin

America, with emphasis on the regional networks; the strengthening of technical and administrative telecommunication services in developing countries; and the development of human resources required for telecommunications.

14. But it was with future prospects, and particularly with the careful preparation of the second Development Decade, that the Union was concerned. Although ITU had been planning international telecommunication networks for some ten years, it had not been able to give countries much assistance in carrying out those plans. Such assistance would be intensified in future, since it had the broad support of the regional economic commissions and the United Nations, which henceforth would concentrate their activity on pre-investment studies and the development of human resources. A global strategy applied by all the specialized agencies of the United Nations was an essential prerequisite for the success of the second Development Decade. So far as ITU was concerned, there were three dangers to be avoided in future. First, the choice of priorities should reflect the need for every country to have a telecommunications network adequate for its economic and social development. Telecommunications should not, as in the past, be sacrificed because the need for their prior development had not been properly understood. Better co-ordination of efforts and concerted action on the part of the responsible authorities, the regional economic commissions, the resident representatives and ITU would mitigate that major shortcoming. Secondly, there should be less emphasis on the improvement of equipment than on the development of human resources. The ideal solution would be for the development of networks and the training of local staff to be conducted in parallel. Thirdly, the training of high-level specialists should not be over-emphasized while intermediate-grade staff were neglected. The development of human resources must be based on an over-all strategy covering all personnel from the skilled worker to the technical expert.

15. In conclusion, he wished to draw attention to the following matters. First, collaboration with the United Nations Joint Inspection Unit had enabled ITU to improve certain aspects of its activities, particularly in technical co-operation. Secondly, the Administrative Council of ITU had paid special attention to the Union's activities in space communications and had recognized the need to draw the attention both of international organizations and of representatives of the various countries at the conferences and meetings of those organizations to the activities and responsibilities of ITU with a view to ensuring full and efficient co-operation in space communication between the Union and other international organizations. In that connexion, attention should be paid to the resolution on the subject adopted by the Administrative Council. The Administrative Council had also noted with satisfaction that appreciable progress had been made in space activities since the Extraordinary Administrative Radio Conference held in Geneva in 1963 under the auspices of ITU. It had also expressed the view that the provisions of the Radio Regulations relating to space should be brought up to date, and, to that end, had recommended that a second space confer-

ence should be convened at the end of 1970 or early in 1971. Lastly, ITU still maintained excellent relations with the United Nations and the specialized agencies. It was prepared to participate actively in the United Nations Conference on the Peaceful Uses of Outer Space and in the UNESCO study on the use of satellites for the Indian pilot project. Its relations with UPU, WMO, ICAO and IMCO, in the studies relating to the world weather watch and navigation satellites, were also very close.

16. Mr. RAHI (Director-General, Universal Postal Union) said that he welcomed the opportunity of giving a brief account of the activities of UPU because of its vital, if modest, part in the task of promoting economic, social and cultural progress. The Post Office had served the community for centuries and it was impossible to imagine a society without a postal service. The purpose of UPU was to organize and promote such postal services. Under its Constitution, its 136 member countries formed a single postal territory—a world without frontiers, which had existed for almost a century.

17. UPU was becoming increasingly aware of the problems of development. In social and cultural relations the postal service was an essential means of disseminating ideas and information; in the business world it performed vital services and through its postal accounts and savings banks it was able to provide valuable capital for financing national projects.

18. In the matter of international postal services, the developed and the developing countries were mutually dependent and complementary. With that in mind UPU had in the past few years provided technical assistance in various ways: through the direction of bilateral aid, through a special UPU fund including voluntary contributions in cash and in kind and through the United Nations Development Programme. In 1967, 857 fellowships and 270 experts had been provided under bilateral technical assistance; and \$500,000 (including administrative and operational expenses) had been contributed by UNDP.

19. UPU's share of UNDP was relatively small, amounting to less than 1 per cent of the total programme, despite the importance of postal services in national infrastructures and the pressing need for improved services in many countries. Studies carried out by UPU had shown that in a large number of countries the postal services lacked the necessary technical information, equipment and personnel. He therefore appealed to the government authorities in the countries concerned to give sympathetic

consideration and priority to all requests for technical assistance for postal purposes.

20. UPU had decided to strengthen its technical co-operation services. As an experimental measure, the Executive Council at its May 1968 session had authorized the appointment of a body of experts to investigate postal services in the countries themselves, assess their needs, decide on measures for improvements, help to draw up projects and follow their progress and execution.

21. In 1967 close co-operation had been established between UPU and ITU, particularly on technical assistance projects. In countries where postal and telecommunication services were under the same administration it was important for projects to be drawn up with the co-operation of both organizations. Satisfactory results were being achieved, particularly in the field of training.

22. Co-operation with ICAO and the Customs Co-operation Council was continuing, with the object of increasing postal traffic and speeding postal deliveries.

23. UPU's Consultative Committee for Postal Studies was continuing its work on measures for mechanizing postal services to meet the large flow of traffic. All postal administrations would be informed of the results. The Committee's investigations would include the problems of the developing countries in expanding their postal services in rural and urban areas.

24. As far as relations with the United Nations were concerned, UPU had adopted a resolution permitting the use of United Nations postage stamps at the United Nations Office in Geneva. The Executive Council had requested the postal administrations of the United Nations and Switzerland to draw up a draft agreement on the matter provided it did not interfere with the operation of the postal service and did not constitute a precedent.

25. In connexion with co-ordination, UPU was preparing a long-term plan for adoption at the next Postal Congress in October 1969. The five-year programme to be drawn up by the Congress would start at the same time as the programme for the second United Nations Development Decade.

26. UPU was anxious to play an active part in development and to work for the well-being of the less fortunate and for the improvement of economic and social conditions for all.

The meeting rose at 4 p.m.