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TRANSPORT AND COMMUNICATIONS COMMISSION

Fourth Session

SUMMARY RECORD OF THE FORTY-SECOND MEETING

Held at Lake Success, New York,
on Friday, 31 March 1950, at 10.30 a.m.

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Co-ordination of inland transport:

Transport statistics (E/CN.2/75, E/CN.2/87, E/CN.2/89, E/CN.2/90).

<u>Chairman:</u>	Mr. OYEVAAR	Netherlands
<u>Members:</u>	Mr. PLAZA	Chile
	Mr. HSIAO	China
	ABAZA Bey	Egypt
	Mr. GOURSAT	France
	Mr. SUTTHANKAR	India
	Baron van HEEMSTRA	Netherlands
	Mr. FOIEN	Norway
	Mr. CHHATARI *	Pakistan
	Sir Osborne MANCE	United Kingdom of Great Britain and Northern Ireland
	Mr. BAKER	United States of America
	Mr. JOVANOVIC	Yugoslavia

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Also present:

Mr. CHARGUERAUD	Economic Commission for Europe
Mr. CLARKE	Economic Commission for Asia and the Far East

Representatives of specialized agencies:

Mr. EVANS	International Labour Organisation (ILO)
Miss WERRING	International Bank for Reconstruction and Development (Bank)

Representatives of a non-governmental organization:

Category A:

Mr. TOMKINS	}	International Chamber of Commerce (ICC)
Miss SANSON		

Secretariat:

Mr. LEONARD	Director of the Statistical Office
Mr. LUKAC	Director of the Division of Transport and Communications, Secretary of the Commission

DRAFT RESOLUTIONS PREPARED BY THE SECRETARIAT (continued)

Barriers to the international transport of goods: Draft resolution "A"
(Document E/CN.2/L.3 and E/CN.2/L.3/Add.1)

1. The CHAIRMAN drew the attention of the members of the Commission to the proposed new paragraph to draft resolution "A" on barriers to the international transport of goods, which read:

"Noting that direct international action, such as the convening of a conference, cannot be undertaken immediately since the International Trade Organization, within whose competence the matter would fall, has not started to function".

He suggested that the word "primarily" should be inserted after the word "would".

It was so decided.

/2. ABAZA Bey

2. ABAZA Bey (Egypt) suggested that in the third paragraph of draft resolution "A" the words in brackets should be deleted and replaced by the following phrase: "Members of the United Nations and other Governments interested."

3. Mr. BAKER (United States of America) agreed that the words in brackets should be deleted, but suggested that they should be replaced by the words "all interested Governments".

4. Mr. TOMKINS (International Chamber of Commerce) felt that that wording considerably weakened the intention that was originally conveyed by the draft resolution. As drafted the resolution left it to the discretion of the Economic and Social Council to decide which Governments might be interested in the question. The words in brackets should be replaced by the phrase "Members of the United Nations and all other interested Governments". He also suggested that the words "to invite" in the first line of the third paragraph should be replaced by the words "to urge", and that the words "bearing in mind all possible interests" should be inserted in the fourth line of that paragraph after the word "consideration".

5. Sir Osborne MANCE (United Kingdom) said that if the words "to urge" were approved by the Commission, then the word "further" should be inserted before the word "consideration".

Draft resolution "A", as amended, was adopted.

Draft resolution "B" (Document E/CN.2/L.4)

6. ABAZA Bey (Egypt), supported by Mr. GOURSAT (France), criticized the French text of draft resolution "B" and suggested that it should be revised.

7. Mr. SUKTHANKAR (India) suggested that paragraph 2 of the draft resolution should be redrafted. The first part of paragraph 2 should read: "urge all Governments to take expeditiously such action as may be possible in order to implement ICAO's standards and recommended practices on the facilitation of international air transport".

8. Mr. CHHATARI (Pakistan) proposed that the first part of paragraph 2 should read: "urge all Governments to take whatever further action is necessary as soon as possible to apply wherever feasible ICAO's standards and recommended practices".

9. Mr. BAKER (United States of America) felt that the draft resolution should be changed as little as possible in view of the fact that the representative of ICAO was not present at the meeting.

Draft resolution "B", with the amendment suggested by Mr. Chhatari, was adopted.

10. Mr. CHHATARI (Pakistan) stated that he had supported draft resolutions A and B on barriers to the international transport of goods because the procedure adopted in Pakistan was in general in accordance with the recommendations submitted by the International Chamber of Commerce (E/CN.2/79). He wished, however, to submit certain comments of his Government on those recommendations.

Recommendation 1: No comments.

Recommendations 2 and 3: Consular invoices and visas were not insisted upon by Pakistan for imports. In his Government's opinion, the requirement of such forms should be regarded as a barrier to the free flow of goods.

Recommendations 4 and 5: No such forms were insisted upon by his Government; bills of entry and shipping bills were considered sufficient.

Recommendation 6: No such regulation was prevalent in Pakistan but importers in the country did insist that the shippers should describe the goods with the clarity necessary for customs purposes.

Recommendation 7: The shipper was already exempt from such a requirement.

Recommendation 8: The question had not affected Pakistan to such an extent as to necessitate the adoption of a universal system of weights and measures.

Recommendation 9: No such obligation was insisted upon in Pakistan.

Recommendation 11: In Pakistan, export licenses were normally valid for six months from the date of issue. A six-month period had also been aimed at for import licenses, but because of currency exchange questions it had been found necessary to make such licenses conform to a

/half-year

half-year period, running from January to June and from July to December.
Recommendation 12: Customs formalities had not yet become a problem in Pakistan, but the Government would be prepared to regulate formalities along its land frontiers with due regard to international practices and conventions.

11. He further indicated that Pakistan had informed the International Civil Aviation Organization that it was not yet in a position to implement any of the technical annexes of the Convention on International Civil Aviation.

Co-ordination of inland transport

12. ABAZA Bey (Egypt) suggested that the word "regulations" should be inserted after the word "national" in the first line of sub-paragraph (3).

13. Sir Osborne MANCE (United Kingdom) said that if the draft resolution under consideration were adopted he wished to place on record the reasons why he was in favour of the next stage of the enquiry regarding the co-ordination of inland transport being carried out by the Transport and Communications Commission in consultation with Governments. If regional enquiries were undertaken, it would mean that each regional commission would draft its own questionnaire to be submitted to its member Governments, and it was very unlikely that the various questionnaires or the replies would be on a comparable basis. Under the proposed arrangements some countries such as the United States of America, Canada and the Union of South Africa would not be called on to contribute their experience, and, on the other hand, there might also be some duplication in the enquiries. An enquiry carried out by the Transport and Communications Commission would be likely to carry more weight than any regional enquiries. The United Kingdom Government felt that the programme of the ECE in that field was too ambitious. Sir Osborne Mance recalled that he had been responsible for the decision taken at a previous session that the Transport and Communications Commission should not at that stage approach the Governments. Since that decision had been taken, however, some countries had been able

/to study

to study the problem and were approaching the time when they could make definite decisions of policy; all of them no doubt had problems which the experience of other countries might help them to solve. He suggested, therefore, that the Secretariat should be requested to continue its studies more or less on the lines followed in connexion with the enquiry on the means of ensuring full employment, a case where experts were called upon to assist. Some of the points in the tentative draft questionnaire (E/CN.2/91) which he had submitted would not be very easy to answer, but he felt that such a questionnaire, if submitted to Governments, would stimulate their thinking on the subject and make them realize the importance of certain aspects of the co-ordination of inland transport.

14. The CHAIRMAN proposed the addition at the end of the second last paragraph of the words "questionnaires of regional commissions to be drafted in consultation with the Secretary-General".

15. Mr. BAKER (United States of America) said there were both world-wide and regional problems and the question under discussion clearly came within the second category. Regional commissions should be allowed to carry out their enquiries on their own; the time for the co-ordination of such enquiries would come later. Moreover, if the Commission was not satisfied by the work done in that field by ECE, it would bring the matter to the attention of the Economic and Social Council, rather than take direct action itself. He therefore opposed the insertion of the words suggested by the Chairman.

16. Mr. GOURSAT (France) supported the Chairman's suggestion. He felt that those of the regional economic commissions which had not yet approached the problem might benefit from the experience of those which had. He therefore urged that the Secretary-General should give them help in drafting their questionnaires.

17. Mr. CHARGUERAUD (Economic Commission for Europe), in answer to a question from Mr. Baker, said a questionnaire had not yet been circulated by the Inland Transport Committee of ECE but that a list of possible questions for consideration had been drawn up by a working group and Governments had been asked

/to present

to present their comments on it by 1 May 1950. The Governments would be free to limit the number and the scope of the questions if they so wished.

18. He further pointed out that the Secretariats of the regional commissions worked in close collaboration with the headquarters Secretariat so that the desired co-ordination and pooling of experience could easily be achieved.

19. In view of the point made by Mr. Changueraud, the CHAIRMAN withdrew his proposed addition.

20. In reply to a question from Abaza Bey concerning the informing of countries in areas in which regional economic commissions had not yet been established, the Chairman said it was customary for the Inland Transport Committee of ECE to supply the Middle Eastern countries with documentation, and it would continue to do so.

21. In reply to a question from Sir Osborne Mance as to the position of South Africa and Canada, Mr. BAKER (United States of America) said there was nothing to prevent any interested Government from requesting information, and countries which wished to submit information could do so under sub-paragraph (3) of the third paragraph of the draft resolution.

The draft resolution on co-ordination of inland transport was adopted by a large majority.

22. Mr. LUKAC (Secretariat) expressed the Secretariat's willingness to provide the ILO with the study which the ILO representative had requested the previous day during discussion of the question of co-ordination of inland transport. The study would take the form of the report to the Commission or another form if the ILO preferred.

23. Mr. EVANS (International Labour Organisation) expressed his appreciation to the representative of the Secretary-General for that assurance.

TRANSPORT STATISTICS (E/CN.2/75, E/CN.2/87, E/CN.2/89, E/CN.2/90)

24. Mr. LUKAC (Secretariat) reminded the Commission that the question of the international comparability of statistics had been discussed at the

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Commission's second session. The Commission's suggestion for a study of the question having been endorsed by the Statistical Commission, the Economic and Social Council had requested the Secretary-General to prepare such a study. A first paper had been submitted at the Commission's previous session. A further study of the subject was now submitted in document E/CN.2/75. Mr. Lukac reviewed the main headings of that document and drew particular attention to the draft resolution submitted for discussion on pages 7 to 9, and to the Secretariat's suggestion on page 11, paragraph 13. He then introduced Mr. Leonard, the Director of the Statistical Office.

25. Mr. LEONARD (Secretariat) stated that the document on transport statistics had been prepared by the Statistical Office in co-operation with the Transport and Communications Division, the regional commissions and the specialized agencies concerned. Informal assistance had also generously been given by experts in various countries.

26. The Statistical Office had assembled in the document before the Commission the definitions used by it in collecting the figures in question. Mr. Leonard stated that the Office published the figures which it collected and that the countries covered were indicated in the table at the end of the document. An example of such publication was the United Nations Monthly Bulletin of Statistics which contained a chapter on transport. In that Bulletin the deviations in national series from the definitions used by the Statistical Office were described in the footnotes.

27. The Statistical Office, in the light of its experience considered the definitions to be logical and to reflect an average of national practices. The Office felt that the best way to determine whether Governments could supply figures in conformity with a definition, was to try to collect figures in conformity with the definition. The wide coverage achieved by the Statistical Office testified to the soundness of the definitions adopted.

28. In conclusion he stated that the draft resolution beginning on page 7 of the document on transport statistics placed no pressure upon Governments to supply figures or to revise their national series, but merely urged them

/to co-operate

to co-operate with the Statistical Office--in the task in which the latter had been engaged for the past two years, by examining the possibility of producing, for purposes of international comparability, series in substantial agreement with the definitions set forth in the study.

29. Mr. CHEATARI (Pakistan), after reviewing briefly the arrangement of the document on transport statistics, noted that standard definitions had been suggested for each of the series listed. Governments were asked to consider whether their currently available statistics agreed with those definitions, as their data would be used by the Statistical Office and other agencies. The national methods of collecting data varied according to the system in use in different countries, which in turn was determined by national laws and regulations. Consequently a study of the different laws would be useful, not only in view of the importance of the question, but for national as well as international purposes of statistics.

30. In view of the complexity of the accounting systems used it was not possible to propose a standard form, though the definitions suggested in the Secretariat paper would serve as a useful guide.

31. Noting that Governments required trained personnel in order to collect statistics, he thought that it would be some time before his country became proficient in that field. After describing briefly the method of collecting transport statistics in Pakistan, particularly those relating to motor vehicles and roads, he remarked that they were in reasonable agreement with those described in the document except that the units of measurement differed from those used by the Secretariat. But there would be no difficulty in converting the figures.

32. In conclusion he stated that his country agreed with the objectives and principles involved, and that it would give favourable consideration to the proposals in the Secretariat study which it so far had not had the time to study in detail.

33. Baron van HEEMSTRA (Netherlands) stated that his Government maintained a very elaborate system of transport statistics, and that the Secretariat study on the question had as a result been examined with great interest by its experts who had found its general outline acceptable.

34. The framework of transport statistics under consideration would make it possible to obtain a well integrated system of factual information, which was generally needed by Governments and organizations. Moreover, the availability of a well-established system of transport statistics would facilitate the future work of the Commission.

35. Notwithstanding the high quality of the Secretariat study, there were a number of points, in addition to those submitted by him previously (E/CN.2/90), which he would like to raise at the appropriate time. In general, however, if the Commission agreed upon the main outline, the technical details could be left to the trained staff of the Secretariat who would be able to co-ordinate the different suggestions and comments which had been, or might subsequently be, made. Consequently, unless there was an express request to the contrary, there was no need to discuss the various comments in the Commission.

36. As regards the Secretariat study, itself, his delegation supported the resolution proposed therein, as well as the principle of the further proposals and recommendations it contained. It might be well, however, to refer that study, together with any remarks or suggestions which the Commission might make, to the Statistical Commission so that the latter might present a complete report on the matter to the Economic and Social Council, taking also into account the views expressed by the Transport and Communications Commission. Such a procedure should be generally acceptable in view of the fact that the question had been referred to both Commissions, and would have the advantage of enabling the two Commissions to present a single comprehensive report on the matter. Moreover, it would reduce the Secretariat's task of co-ordination; and would meet the Council's primary objective of obtaining an over-all picture of the different views on the matter.

37. It should also be pointed out that the action taken by the Commission would in no way bind the Governments. Neither in its present nor in its ultimate form, would the study be anything more than a general outline to be recommended to the various Governments which would remain entirely free to adopt it, amend it or even to reject it.

38. Mr. COURSAT (France) agreed with the views expressed by the member from the Netherlands concerning the document on transport statistics. Nevertheless, a number of Governments had presented certain comments on those definitions, and

/he wished

he wished to know whether they would be taken up in the Commission or in a working committee which might be appointed.

39. Mr. BAKER (United States of America) associated himself with the remarks made by the Member from the Netherlands concerning the procedure to be followed. Noting that his Government also had sent some comments to the Secretariat, he nevertheless thought that there was no need for the various points to be discussed in the Commission. He wished to know, however, why transportation by pipeline had not been included among the forms of transport considered by the Secretariat.

40. Mr. LEONARD (Secretariat) stated that the Secretariat had prepared some papers on the question but, in view of the small number of countries in which there was as yet that form of transport, had decided to leave the matter over for the time being.

41. Mr. BAKER (United States of America), in the light of the explanation given by Mr. Leonard, expressed his support of the resolution proposed in the Secretariat document.

42. Sir Osborne MANCE (United Kingdom) endorsed the various remarks made on the Secretariat report, and considered the general progress made in that field to be very encouraging.

43. While agreeing that there was no need for a detailed examination of the various comments of Governments, he wished to raise a few points deserving of some further consideration.

44. First of all, referring to the need for ton-mile and passenger-mile statistics for all forms of transport, great care should be taken not to omit from transport statistics important elements, the absence of which would vitiate the totals. To assume that it was impossible to obtain figures on road transport would therefore be most unwise; instead, an effort should be made to develop some technique for obtaining the necessary figures sufficiently accurately, possibly through a system of sampling. In some cases fuel consumption or registrations of vehicles might be used as a help in obtaining the necessary figures.

45. He also noted that the list did not mention horse-vehicle transport which played an important part in some countries, and which might be examined at some later date.

46. In view of the excellent progress made in the field, Sir Osborne felt that the Commission should avoid excessive haste in trying to achieve general agreement. It would be far better if the Governments were asked for further comments on Annex I, which the following year could be circulated to Governments in a revised form together with a much stronger recommendation to use it as a basis for their statistics.

47. Mr. SUKTHANKAR (India) joined the previous speakers in expressing appreciation of the work done in the statistical field. As his Government had not circulated any comments on the Secretariat document (E/CN.2/75), he wished to explain the position in India and his Government's attitude on the question.

48. With regard to labour statistics in the inland transport industry, full information was available only with regard to railways. The only available statistics covering the entire field of transport related to the number and membership of registered trade unions in the field of transport. In the field of railways data existed with regard to employment, work stoppage and accidents. Moreover, the annual reports of the railways contained figures from which the average annual earnings of the workers and the total cash wages paid to them could be computed. The Government of India was currently considering the question of collecting statistics regarding employment, attendance, wages, earnings and hours of work in respect of railways, tramways and ports.

49. The motor transport industry had to be excluded in view of its unorganized character. Schedules relating to quarterly returns of transport statistics were being completed. Information was being collected, on a monthly basis, with regard to freight, net ton-kilometres performed, passenger-kilometres and other factors.

50. As regards inland water transport, it was a subject which fell within the purview of the State governments. The Government of India would, however, be prepared to recommend to them the collection of the statistical data described in the Secretariat document and the enactment of suitable legislation for that purpose. It might, however, require considerable time before these data were collected and compiled.

51. The recommendations made to the Transport and Communications Commission and the Statistical Commission were generally in conformity with the procedure adopted in his country for the collection of transport statistics, though with the following exceptions. In the existing conditions in India, it would not be possible to arrange for a sample survey to collect traffic data relating to goods-vehicle-kilometres and passenger-vehicle-kilometres. Furthermore, after rationing ceased, it would no longer be possible to obtain separate information on fuel consumption with regard to commercial and passenger vehicles. The current statistical data on motor vehicle stocks included ambulances, hearses, the service vehicles of government agencies and trailers drawn by private cars. Statistics were currently being collected on an annual basis to determine the number of private cars, buses and lorries. Information regarding their passenger capacity and goods capacity should be obtainable from local registration and licensing authorities, but compilation of the data on a country-wide basis would involve considerable additional work. So long as road transport services were not organized throughout the country, figures for ton-kilometres and passenger-kilometres could not be collected for that form of transport.

52. The CHAIRMAN said that the Commission well realized that it might not be possible for all countries to procure all the desired data but it would be useful if they could furnish such data as were available in the standard form.

53. Concerning the procedure to be followed with regard to the Secretariat paper, he suggested, noting the general agreement in the Commission on the progress achieved in the matter, that either the Commission would take note of the Government comments or set up a working party which would study those comments in consultation with the competent staff members of the Secretariat, thus enabling the work to be completed at the current session.

54. Mr. BAKER (United States of America) thought that the examination of Government comments should be left entirely to the Secretariat members of the Transport and Communications Division and of the Statistical Office who were best qualified to deal with the matter, and whose suggestions in that regard could eventually be submitted to Governments for their consideration. The study
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would thus grow with each new comment submitted by Governments which the Secretariat would incorporate in it. He concluded by proposing that the Commission should adopt the draft resolution proposed by the Secretariat, leaving comments to be considered by the staff.

55. The CHAIRMAN suggested, after some further discussion, that the Commission should decide on the question at its following meeting.

The meeting rose at 1.05 p.m.

11/4. a.m.