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

Addendum to Note by the Secretary-General

I. INTRODUCTION

(United Nations - All specialized agencies)

1. (1)^{1/} the following additions to the principal document (E/CN.2/110) are made in an attempt to bring it up to date and to furnish supplemental information. The new material is based on documentation available in the United Nations Secretariat as of 15 March 1951. It is arranged and numbered to correspond as closely as possible to the arrangement and numbering of the principal document.
2. (2) On 26 February 1951 the Government of Ireland deposited with the United Nations its instrument of acceptance of the Convention on the Inter-governmental Maritime Consultative Organization thereby becoming the sixth nation to ratify the Convention.^{2/}

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

A. International transport

- (1) Facilitation of international movement of persons and goods
- (b) Removal of obstacles in the case of educational, scientific and cultural material

(United Nations - UNESCO)

- ^{1/} Each paragraph number of this addendum will be followed by a number or numbers in parentheses, which will represent the corresponding paragraph number or numbers of the principal document.
- ^{2/} See document E/CN.2/107/Add.1 (1 March 1951).

/3. (27) In
E/CN.2/110/Add.2

3. (27) In January 1951 the Executive Board of UNESCO approved a preliminary study made by its Director General on the possibility of adopting an international convention for reducing obstacles (including passport and visa regulations and the high cost of transport) to the free movement of persons engaged in educational, scientific or cultural activities.^{1/} UNESCO's General Conference will decide at its sixth session in June 1951 whether to authorize the Director General to prepare a draft convention for consideration of member States.

B. International Communications

(1) Telecommunications

(a) Frequency allocation

(ITU - ICAO)

4. (36) The following is presented in further explanation of ICAO's role in the process of assigning aeronautical radio frequencies following the adoption of the Frequency Allotment Plan for the Aeronautical Mobile Service by ITU's International Administrative Aeronautical Radio Conference (Geneva 15 May-25 September 1948 and 1 August-14 October 1949). In order to assure the co-ordination of frequency assignments between countries interested in each area as a whole both for Major World Air Route Areas (MWARA's) and Regional and Domestic Air Route Areas (RDARA's), the Conference made recommendations whereby the interested administrations would arrange, through appropriate channels, for ICAO to convene such regional or special meetings as might be appropriate and necessary in order for them to develop their frequency assignment plans in conformity with the allotment plan and to notify the Provisional Frequency Board accordingly. Consequently ICAO convened regional Frequency Assignment Planning Meetings for Africa-Indian Ocean/Middle East (Paris, March-April 1950), Caribbean/South American/South Atlantic (Havana, April 1950), South East Asia (New Delhi, April-May 1950) and European-Mediterranean (Paris, June 1950). These meetings recommended co-ordinated communications plans for their respective regions which were reviewed by the ICAO Council in May 1950 and transmitted to all ICAO Member States and other interested States and international organizations for their guidance

^{1/} United Nations Press Release UNESCO/253 (20 February 1951). The decision is contained in UNESCO Document 25/EX Decisions (9 February 1951), page 12, paragraph 7.4. The preliminary study is UNESCO Document 25 EX/13 (15 January 1951).

and future action, if required. The ICAO Secretariat prepared similar plans for the MWARA's in the North Atlantic and the Pacific areas; they were circulated to the States concerned with a view to obtaining their agreement. The ICAO Council reviewed them in June 1950 and likewise transmitted them to States for their guidance. These plans have been prepared under the auspices of ICAO on the recommendation of ITU in order that they may be proposed and supported by each of the States concerned at ITU's Extraordinary Administrative Radio Conference, presently scheduled for 16 August 1951.

(d) Transmission of messages to ships - call signs for ocean station vessels

(ITU - ICAO - WMO - (IMCO))

5. (41) After further consideration ICAO resubmitted its request to ITU that radio call signs be allocated to the vessels assigned to ocean stations, and ITU has provided a temporary block of call signs pending the outcome of the next Administrative Radio Conference.

(2) International Postal Service

(a) International air mail

(UPU - ICAO)

6. (43) The Joint Conference of IATA and the Executive and Liaison Committee of UPU, which was attended by ICAO's Assistant Secretary-General for Air Transport, met in Cairo from 27 January to 5 February 1951.^{1/} The following are some of its decisions. It was agreed that the IATA representatives would recommend to IATA members the adoption of the following rates of remuneration per metric ton-kilometer for carrying LC ("lettres et cartes postales" or letters and cards) air mail, which would be in effect until 1 July 1953, when the decisions of the next Postal Congress (Brussels 1952) were expected to enter into force.

Category A services - 3 gold francs maximum
Category B services - 6 gold francs maximum.^{2/}

^{1/} The information concerning the results of this Conference was obtained from Circular No. 45 of the International Bureau of UPU, dated 27 February 1951.

^{2/} Category A is defined as "European air services and other services of which the expenses of operation are similar." Category B is defined as "Services of which the maintenance entails higher costs." Universal Postal Convention (Paris, 1947), Provisions Regarding the Conveyance of Letter Mails by Air, Chapter III, Article 14, paragraphs 9 and 10. (United Kingdom edition, Cmd. 7435).

The postal gold franc as defined in article 31 of the Universal Postal Convention (Paris, 1947) is the gold franc of 100 centimes of a weight of 10/31 of a gramme and of a fineness of 0.900. When it was in existence prior to the First World War, it was worth .193 US dollars of that time. /Where

Where a combination of the above rates is presently in force, postal administrations may pay a single rate of 5.25 gold francs which cannot be combined with another rate, or they may pay the existing rates of 3 and 6 gold francs in combination. If a postal administration elects the first rate of 5.25 gold francs it must pay that rate on all routes which it uses, and it must notify UPU of its decision. IATA agreed that it would accept a reduction from 5.25 to 5 gold francs, when a sufficient number of postal administrations had abandoned the system of rate combinations. It was further understood that postal administrations would no longer claim any extension of Category A services. The present rate of 1.50 gold francs was retained for AO ("Autres objets" or objects other than letters and cards), but it was reduced to 1.25 gold francs for parcel post, with a corresponding reduction in postage. The rate of 1 gold franc for newspapers was retained.

7. (43) It was also suggested that the Brussels Congress in 1952 should abolish Categories A and B and create a new system of remuneration comprising one maximum rate for all surcharged mail and a lower maximum rate for all non-surcharged mail.^{1/} The possibilities should be examined of either carrying all mail without surcharge or restricting non-surcharged mail as to either weight or distance or a combination of both. The Conference further expressed the desire that an IATA/UPU contact committee be created to carry out work in connexion with these and other proposals and asked the Executive and Liaison Committee of UPU and the Executive Committee of IATA to take all necessary steps to this end, in co-operation with ICAO, whose aid would be solicited.

^{1/} Surcharged air mail is that for which a special element of extra postage (the surcharge) has been paid in addition to the standard surface postage fixed by the UPU Convention. Ordinarily the only air mail not presently surcharged is LC mail moving on Category A services.