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SEVENTH REPORT OF THE SECURITY COUNCIL COMMITTEE ESTABLISHED IN
PURSUANCE OF RESOLUTION 253 (1968) CONCERNING THE QUESTION OF
SOUTHERN RHODESIA

Addendum

ANNEXES*

- V. Cases opened from information supplied by individuals and non-governmental organizations
- VI. Replies from Governments concerning the implementation of paragraph 21 of the Committee's second special report approved by Security Council resolution 333 (1973)
- VIII. List of experts

* Annex I to the present report has been issued as document S/11594/Add.1; annexes II, III and IV have been issued in part I of the present addendum; and annex VII will be issued as document S/11594/Add.3. For the explanatory note and complete list of cases currently under consideration by the Committee, see part I of the present addendum.

Annex V

CASES OPENED FROM INFORMATION SUPPLIED BY INDIVIDUALS
AND NON-GOVERNMENTAL ORGANIZATIONS a/

Case No. INGO-1. Southern Rhodesia and the World Ploughing Championships in Ireland: information supplied by the Anti-apartheid Movement of Dublin, Ireland

1. Previous information concerning this case is contained in the sixth report.
2. Additional information regarding the action taken on the case since the submission of that report is given below.
3. A reply dated 4 January 1974 was received from Ireland, the substantive part of which reads as follows:

"The contest in question was held on 5 and 6 October 1973. In so far as the Irish Government are aware, there were two competitors and a coach from Southern Rhodesia. The organizers of the contest have indicated that all competitors who participated in the contest did so as individuals and not in a representative capacity, that team awards to a country or State were not made, that national flags were not flown (other than that of the host country) and that national anthems were not played.

"The Irish Government regret that no official information is available on the method of transport or the kind of travel documents used by the competitors from Southern Rhodesia. Nor is official information available on the route by which the Southern Rhodesians came to Ireland or departed therefrom. Persons entering Ireland from outside the common travel area, i.e., from any place other than Northern Ireland or Great Britain, are subject to passport control at the port or airport of entry. No one arriving at an Irish port or airport from outside the common travel area with a Southern Rhodesian travel document would be admitted to Ireland in contravention of resolution 253 (1968).

"With regard to the question as to the criteria upon which the individuals concerned were selected in Southern Rhodesia, the Irish Government have no means available to them to ascertain these criteria.

"The Irish Government trust that the foregoing information will prove of assistance to the Security Council Committee established in pursuance of resolution 253 (1968) concerning the question of Southern Rhodesia. The Irish Government will be glad to furnish any further information which the Committee consider may be required."

a/ The list of individuals and non-governmental organizations that addressed communications to the Committee during 1974, referred to in paragraph 103 of the present report, is appended to this annex.

4. At the 195th meeting on 21 May 1974, the Committee considered the matter and decided to close the case.

Case No. INGO-2. Joba/Etb. Zephyr Co., Amsterdam: information supplied by the Anti-Apartheids Beweging Nederland

1. Previous information concerning this case is contained in the sixth report.
2. Additional information regarding the action taken on the case since the submission of that report is given below.
3. At the 194th meeting on 17 May 1974, the Committee requested the economic expert to summarize the available information listing, in particular, the companies in the Zephyr network, on the basis of which the Committee could establish its priorities for dealing with the case.
4. The summary of information subsequently submitted to the Committee contained the following points:

(a) The Zephyr network was initially exposed in the Volkskrant, a Dutch daily newspaper, and the Daily Mirror, an English newspaper. More detailed information was published and submitted to the Committee by the Stichting Anti-Apartheids Beweging Nederland (AABN). According to the information at hand, the Dutch firm known as Joba/Etb. Zephyr Co., Amsterdam, was channelling goods from, or destined for, Southern Rhodesia in violation of United Nations economic sanctions against that régime. In particular, the firm was said to maintain liaison with various firms in Europe, Japan and southern Africa for the purpose of facilitating the supply of those firms' products to Southern Rhodesia or the sale of Southern Rhodesian products abroad.

(b) It was characteristic of the Zephyr network operations that a supplier was never aware of the ultimate destination of his goods. He was instructed to send his goods to the Rhodesian clients through an intermediary address. For example, if an order from Zephyr Amsterdam was accepted by a company, the goods had to be delivered to the Zephyr support firm, Sabal, in Rotterdam. Payment was customarily made through the Dutch banker, Van Lanschot, but, occasionally, through the United Overseas Bank in Geneva.

(c) The problem was not merely one of halting the Zephyr Amsterdam operations but of checking the entire Zephyr network, which was helping the flow of illicit trade to and from Southern Rhodesia, and preventing firms like Société commerciale d'affrètements et de combustibles (SCAC), in France, and Lemano, in Switzerland, from acting as front organizations for that international network.

(d) Breaking the Zephyr network should also serve to expose more of the Affretair network activities, which had been receiving widespread publicity and much of the Committee's attention. There was evidence that the two networks were linked. It was known, for instance, that the French firm SCAC played an important supplementary role for the Affretair flights and also served as the French front for the Zephyr network.

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(e) Joba Chemicals, an international trader in light chemicals and pharmaceuticals, established around 1948, eventually became deeply involved in trade of general merchandise with Southern Rhodesia after sanctions had been instituted against that country. By 1970, a number of rationalizations were made to integrate Joba's client and supplier structure, as far as these involved Rhodesia trade, into the international Zephyr network. The Rhodesian clients were consolidated into two main groups, Central African Pharmaceuticals (CAPS) and Aromex. Those in the CAPS group were consistently involved as buyers of foreign light and heavy chemicals and a small amount of medicals, and Aromex group as buyers of a large range of general merchandise, industrial tools and spares. Zephyr Amsterdam was established in 1970 by the owners/directors of Joba Chemicals and, in actual fact, was no more than a paper organization to cover up Joba's illicit trade with Southern Rhodesia.

(f) Another innovation in 1970 was the creation by the owners/directors of Joba Chemicals of a Zephyr support firm called Sabal, in Rotterdam. A transport and shipping firm, Sabal was set up as a sister organization of Zephyr Amsterdam to carry out the actual physical handling of goods.

(g) Goods destined for Southern Rhodesia were forwarded by Sabal, on instructions from the Zephyr network, to intermediary destinations. If the intermediary destination was Beira, the goods were either collected or directly forwarded to the Rhodesian client. Mostly, however, the goods were forwarded to the well-established French shipping firm SCAC, operating from Rouen. SCAC then forwarded the goods to a final intermediary in either Beira or Lourenço Marques. Instructions to ship invariably came from the office of Joba Chemicals, with explicit reminders that goods were to be "neutralised", i.e., the packaging should in no way indicate the supplier and under no circumstances was the client in Rhodesia to learn the origin of his goods.

5. Attached to the summary were two tables. The first was a listing of all countries or areas in which Zephyr Amsterdam had dealings ranked according to the number of suppliers and clients, as follows:

Table 1

Supplier and client structure

<u>Suppliers</u>	<u>Number</u>
Federal Republic of Germany	61
Italy	21
United Kingdom	24
Belgium	17
Japan	14
United States of America	14
Switzerland	12
China	11
France	10
Finland	9

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Table 1 (continued)

<u>Suppliers</u>	<u>Number</u>
Chile	7
Israel	6
Hungary	5
Sweden	4
Czechoslovakia	4
Romania	4
Yugoslavia	3
Bulgaria	2
Union of Soviet Socialist Republics	2
Cuba	1
German Democratic Republic	1
 <u>Client</u>	
Nigeria	64
India	45
Pakistan	9
Malaysia	8
Argentina	5
Mexico	5
Republic of Viet-Nam	5
Zambia	5
United Republic of Cameroon	4
Canada	4
Sri Lanka	4
Ethiopia	3
Peru	3
South Africa	3
Venezuela	3
Tanzania	2
 <u>Client/Supplier</u>	
Hong Kong	22
Turkey	13
Spain	9
Denmark	6
Portugal	3
 <u>Diverse</u>	
Netherlands	170

The second table listed all firms, by country or area, with which the Zephyr Amsterdam had regular dealings, together with the goods or services and dollar value involved in the illicit transactions and the dates of those transactions, as follows:

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Table 2

Trading connexions involved in illicit transactions with Southern Rhodesia

<u>Establishment</u>	<u>Goods or service*</u>	<u>Value*</u> <u>(\$US)</u>	<u>Date of</u> <u>Transaction</u>
<u>Austria</u>			
Biochemie Gesellschaft, m.b.h. Trodat-Werke	Rubber stamps	454	18 April 73
<u>Belgium</u>			
Kerplas, Service administratif du commercial	...	...
United Watch Factories	...	...
<u>Czechoslovakia</u>			
Motokov Foreign Trade Corporation	...	...
Unicoop, Coop Export and Import Enterprise	...	...
<u>France</u>			
Ets Lancôme	...	...
Saint Gobain, Desjonguères	...	1 006	29 May 73
	Credit note	909	18 May 73
	...	3 155	4 June 73
SCAC	Intermediary		
<u>Germany (Federal Republic of)</u>			
Braun, AG	...	...
Braun Aktiengesellschaft	...	...
Carl Felik	...	...
Chemo-Plast Ottokas Hermann K.G.	...	...
Engen Lutz	Machine parts	86	April 73
L. Geissinger	Rubber ware	1 422	15 May 73
Heittmann and Brueur	Motor parts	777	April 73
Hoepfner Gebr.	Aluminum hydroxide	442	April 73
		4 727	4 June 73
Hoppenstedt Verlag	...	...
Karl Gerhards Nachf.	...	...
Paul and Co.	Costume jewellery	500	April 73
SE Fahrzeugwerke G.m.b.h.	...	...
Vollmer Werke	Machine parts	895	April 73
<u>Hong Kong</u>			
Eric Beare	...	...	28 May 73
Hong Kong Trade Development Council	...	...
Mssr. Yang and Co.	...	...
Perfect Products Co., Ltd.	...	...
Quality Products Corporation, Ltd.	...	19 324	4 June 73
Straat Kobe	...	...
<u>Italy</u>			
Ankerfarm, S.p.A.	...	...
Carrara and Matta, S.p.A.	...	...
Gruppo Lepetit	...	2 560	25 May 73
Montecatini Edison	
Natale Macchine	
Pierrel, S.p.A.	

* ... indicates not available.

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Table 2 (continued)

<u>Establishment</u>	<u>Goods or service</u>	<u>Value (\$US)</u>	<u>Date of Transaction</u>
<u>Japan</u>			
Howa Textile Co.	...	...
Kamiya Tsusan Kaisha, Ltd.	...	...
Kindai Sansyo, Ltd.	...	...
Lobster Tools	...	...
Price Mason and Co., Ltd.	...	...
Sanbo Trading Co., Ltd.	Christmas decoration	2 324	14 June 73
Sanyo Hibiya, Limited	Textile piecegoods	4 365	14 June 73
		1 614	
Schneider Engineering, Ltd.	...	...
The Fair Company, Ltd.	...	...
<u>Mozambique</u>			
Aromex (Pvt), Ltd.	...	...
J.M. Barnett and Co., Ltd.	...	...
Compania Distrubitia da Matola	...	...
Compania Industrial da Matola	...	...
Euromatola (Moc.), Lda.	...	...
<u>Netherlands</u>			
Ahrend	...	...
American Consulate General	...	...
Bank Meer and Hope, N.V.	...	...
D.C. Beest	Shackles, thimbles	986	April 73
Commercial Section of Australian Embassy (Commercial Counsellor of the Embassy)	...	...
Costra, N.V. Printers	...	...
Dongen Leather Import and Export, A.A.V.	...	...
Fallek Chemical (Europe), Ltd.	...	...
Harry Simons Agencies, B.V.	...	...
Holland Bolinder	Tools	3 900	April 73
Jumbo Plateelbakkerij	Delftware	800	25 May 73
Kaha, N.V.	Buttons	369	18 July 72
Lehmann and Weber, N.V.	Textiles	4 288	18 August 71
Nehatex, N.V.	...	12 252	6 July 72
Sabal	Intermediary		
Samson	...	...
Schenker, N.V. and Co.	...	...
Tokyo Capital Holdings, N.V.	...	...
<u>Spain</u>			
Patricio Echeverria, S.A.	Tools	560	5 June 73
<u>Sweden</u>			
Perrtorp in Perrtorp	Beechwood creosotes	383	April 73
<u>Switzerland</u>			
Altradico, S.A.	...	...
J.G. Nef and Co., Ltd.	Cotton synthetics	2 320	27 May 73
Sublistatic, S.A.	
Sublistica	Printed paper	28 421	11 Feb. 73

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Table 2 (continued)

<u>Establishment</u>	<u>Goods or service</u>	<u>Value (\$US)</u>	<u>Date of Transaction</u>
<u>United Kingdom</u>			
Abboflex, Ltd.	
BEA Fabrics	
Birmingham	
Blyth	
Bond Worth (Exports), Ltd.	
Coventry	
Easterbrook	
Footprint Tools, Ltd.	
Haddon, Aird and Crerar, Ltd.	
Mamelock Press, Ltd.	
Pictures and Prints	
Phipps-Faire, Ltd.	...	1 905	4 June 73
Randells, Ltd.	Toys	1 330	April 73
Record Ridgway	
Robinson and Sons, Ltd.	
Royle	
Sheffolk	
Siebe Gorman	
Spear and Jackson, Ltd.	
Stratford	
Sutton	
The De Vilbiss Company, Ltd.	
Wadkin, Ltd.	Freight-handling charges to Rouen	100	16 Nov. 73
William Blythe and Co.	
Wm. Whitehouse and Co. (AF), Ltd.	
<u>United States of America</u>			
B.F. Goodrich Chemical Co.	
House of Westmore	
Tuftane Film and Sheet	

6. At the 217th meeting on 4 December 1974, the Committee decided that a note to the Netherlands should be prepared for its consideration, inquiring to what extent the Government's investigations of the company's activities, already said to have been brought to the Government's attention by the organization in Amsterdam, had verified the accuracy of the information in the Committee's possession. At the time of preparation of the present report, the text of the proposed note to the Netherlands was still under consideration.

Case No. INGO-3. Tour of certain African countries, including Southern Rhodesia: information supplied by the Mouvement pour la défense de la paix en Finlande

1. Previous information concerning this case is contained in the sixth report.
2. Additional information regarding the action taken on the case since the submission of that report is given below.
3. A reply dated 17 January 1974 was received from Finland, the substantive part of which read as follows:

"The Chargé d'affaires, a.i., of Finland to the United Nations ... has the honour, in reference to the Secretary-General's note of 13 December 1973, to inform him that the Government of Finland has launched a thorough investigation of the matter. The Government will report on its findings as soon as possible."

4. A reminder was sent to Finland on 11 March 1974, inquiring whether the investigation had been completed and whether the Government was in a position to inform the Committee of the result.
5. A reply dated 22 March 1974 was received from Finland, the substantive part of which read as follows:

"The Permanent Representative of Finland to the United Nations ... with reference to the Secretary-General's note of 11 March 1974, has the honour to inform him that the case has been left to the ombudsman (attorney-general) of Finland.

"The Government of Finland will report to the Secretary-General on the investigation as soon as it is concluded."

6. At the Committee's request, following informal consultations, the Secretary-General sent a note dated 18 June 1974, pointing out that five months had elapsed since the matter had been drawn to the attention of the Government and that the Committee was very eager to determine the circumstances in which the tour, if it took place, had been permitted, as it considered that organized tours of Southern Rhodesia might be contrary to the provisions and spirit of the Security Council resolutions establishing sanctions against that Territory.

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7. A note dated 23 August 1974 was sent to Finland, reminding that Government that a reply concerning the case was still outstanding and informing it that the Committee, in accordance with the provisions of Security Council resolution 333 (1973), would soon publish the next quarterly list of Governments that failed to respond to its inquiries within the prescribed period of two months.

8. A second reminder was sent to Finland on 26 November 1974.

Case No. INGO-4. Air Rhodesia and IATA agreements: information supplied by the Center for Social Action of the United Church of Christ, New York

1. A letter dated 31 March 1974 addressed to the Chairman of the Committee was received from Rev. Donald J. A. Morton of the Center for Social Action of the United Church of Christ, New York. The text of the letter is reproduced below:

"I refer to the Committee's request (press release SC/3470 of 4 September 1973) for non-governmental organizations to submit information on sanctions violations. I should like to bring to the Committee's attention the fact that, in consultation with Ms. Barbara Rogers, the Center for Social Action of the United Church of Christ has for some time now been working on evidence of the apparent violations of sanctions by means of interline traffic and cargo agreements between various international carriers and Air Rhodesia. We would respectfully request permission to circulate a preliminary document to the Committee and to appear before it on Wednesday 10 April 1974, to present what we now believe to be the full facts of the case and to answer any questions that may arise."

2. In accordance with the Committee's established procedure, an acknowledgement was sent to Rev. Morton on 2 April 1974.

3. At the 189th meeting on 3 April, the Committee decided to invite Rev. Morton and Ms. Rogers to participate in its next meeting.

4. At the 190th meeting on 10 April 1974, the Committee heard testimony by Rev. Morton and Ms. Rogers. Rev. Morton's statement is summarized in the Committee's records as follows:

The Reverend Donald Morton said that his organization was concerned very deeply with issues of justice and liberation, and, since its concern extended to the issues of human rights in southern Africa, one top item on its agenda was the implementation of sanctions against the illegal Smith régime. His statement was, he believed, the first complete presentation that had been made by a concerned non-governmental organization to the Sanctions Committee in response to its appeal for individuals and organizations to forward to it any knowledge of sanctions violations. He hoped that a pattern would thus be established for useful co-operation in the future. He and his colleagues had made a concerted effort to follow the Committee's procedures by the circulation of an information note, and oral presentation and the submission

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of evidence. It was also their intention to make the information available publicly in the near future, in the hope that various concerned groups in the different countries involved could both use the information and conduct further investigation. The Center for Social Action had a great deal of additional information in fields other than sanctions violations by airlines that could be presented to the Committee for its due consideration.

The particular issue of the involvement of airlines in tourist traffic to and from Southern Rhodesia was a vital one, since tourism was the second largest foreign exchange earner in that country. Tourism from western Europe and North America was continuing to rise steadily, although there was some decline from South Africa because of its awareness of the increasing level of armed conflict in Rhodesia. Of course, the concern of his organization was expressly with the financial, commercial and other transactions involved in tourism, since they were in violation of explicit provisions of Security Council resolutions, not with access to Southern Rhodesia or communication with individuals as such, which might be justified by humanitarian considerations. Many of the airlines involved in commercial transactions with Rhodesia had concluded their agreements since the adoption of Security Council resolution 253 (1968).

It would be useful, with regard to those agreements, for the Sanctions Committee to approach the International Air Transport Association (IATA), in order to verify the allegations which he and his colleagues had made about their possible involvement in setting up interline agreements on behalf of Air Rhodesia and to enlist their help in ensuring that every member carrier was warned of the violations involved in continuing to operate the agreements already on record. Furthermore, since IATA was subject to Canadian law, it should be investigated by the Canadian Government.

In addition to the information previously circulated to the Committee in the organization's information note, the Rev. Morton said that certain international airline representatives were actually based in Southern Rhodesia allegedly for information and public relations purposes only, although his information was that they were engaging in commercial transactions. Moreover, the BOAC office in Salisbury was a key element in Air Rhodesia's reservations system, since BOAC offices in New York, London and Salisbury were involved in regular transmittal of telex traffic concerning reservations and other messages on behalf of Air Rhodesia, which, of course, paid BOAC for that service. BOAC's facilitation of transactions, which were themselves violations of sanctions, should be investigated immediately by the British Government. Moreover, he had presented evidence to the delegation of the United Kingdom concerning the transfer of funds for commercial airlines services between BOAC and Air Rhodesia. However, there were other airlines with offices in Rhodesia itself, ostensibly for information purposes, which should be investigated.

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It was important to understand that Air Rhodesia was an integral part of the régime and that, under the terms of the Air Rhodesia Act, the aircraft and services and total resources of the Air Rhodesia fleet could be put at the disposal of the illegal régime at any time. Since it was a public utility, Air Rhodesia's profits went directly to the régime.

In order to illustrate the way in which the interline agreements between Air Rhodesia and other airlines operated, his organization had confirmed reservations involving travel on Air Rhodesia flights with certain airlines. In those ticket operations, if the tickets were paid for, the following violations would have occurred: the sales agent would collect money from the individual for the entire journey, including the Rhodesian portion; in the case of a travel agent, he or she would transfer the money, including the Rhodesian portion, to the airline whose ticket stock he had used, receiving a commission on the total payment, including the Rhodesian portion. The commission on the Rhodesian portion represented the payment of services to a Southern Rhodesian company in violation of resolution 253 (1968). The airline involved would transfer to Air Rhodesia in Salisbury the money collected on its behalf, in violation of paragraph 6 of the resolution; and finally, Air Rhodesia would pay the airline a further commission for its services as sales agent, again a violation involving commercial services to a Rhodesian company.

To illustrate his point, he read out a letter concerning interline billing arrangements from the Tariffs Manager of Air Rhodesia in Salisbury to the Manager of Palomar Travel Inc., in California. After checking extensively with both United States and international airline authorities, his organization was fairly sure that Air Rhodesia dealt only through direct payment with other airlines, and did not use either of the two airline clearing houses in Geneva and New York.

Violations were also involved in other types of agreement, such as cargo agreements, entailing the carriage of commodities to and from Southern Rhodesia as well as direct commercial dealings with Air Rhodesia, and in interline pass agreements, of which three aspects should be particularly stressed. First, some deals were concluded by individuals in airlines without authorization from headquarters, a practice which must be stopped by ensuring that all airline employees were specifically instructed not to deal with Air Rhodesia at all. Secondly, employees of almost all airlines were allowed to travel free or at a reduced rate to Southern Rhodesia, of which specific evidence had been referred to the Australian delegation only. Air Rhodesia organized cut-rate tours of Southern Rhodesia available only to airlines sales, reservations and traffic staff (passenger and cargo) who had completed at least one year of continuous service with a carrier having an interline agreement with Air Rhodesia. Thirdly, airlines were granting completely free services, such as free travel, to agents of the illegal régime in direct furtherance of their attempt to organize sanctions evasions. Interline pass agreements, therefore, involved multiple violations of sanctions and, incidentally, saved the régime much valuable foreign exchange which it must otherwise spend on the purchase of transportation at the standard rate.

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Many airlines sponsored package tours for travel agents, involving travel to Southern Rhodesia. Indeed, some specifically mentioned Air Rhodesia flights, and all required prepayment. Therefore, all package tours involved financial transfers direct from the tour wholesaler to the tourist enterprise in Rhodesia, which handled all the ground services, in direct violation of paragraph 4 of resolution 253 (1968). Those involved in violations outside Rhodesia would probably be the sponsoring airline, the tour wholesaler, who received a commission on the total cost of the package, part of which would then be passed to the tour retailer, who actually sold the package to the customer.

He and his colleagues had, in the course of their investigations, produced lists of tours to Southern Rhodesia for 1974, some of which had already left, but many of which could still be prevented by the prompt action of the Sanctions Committee in co-operation with Governments. It was interesting to note that such tours might not even be legal, since apparently no steps had been taken by any of the tour operators, airlines or agents to obtain licences for the requisite transfer of funds. Sales from the United States alone of the package tours on the lists he had distributed involved 16,406 people travelling to Southern Rhodesia, a further 8,831 from some countries in western Europe, a total of 26,237. On the basis of the round-trip cost, he had made a cautiously conservative estimate of the total expenditure on those tours amounting to approximately \$6.3 million, which, of course, represented only a small part of the income to Rhodesia from tourism in 1974. It did not include other forms of travel, such as cruise ships, individual travel arrangements for business or pleasure or excursion trips.

His organization had been rather disappointed at the follow-up action taken by the Sanctions Committee in the past and felt that if no action was taken concerning the vast tourist industry in Rhodesia, then the work of the Sanctions Committee would be further discredited, particularly since Rhodesia was fast becoming an international conference centre. There were new conference facilities at Victoria Falls which had been used for an international congress in 1973 and were scheduled for use in 1974.

He suggested that other Governments, when seeking to prevent airlines sanctions violations, might usefully take as a model for legislation the United States regulations cited in the information note that expressly prohibited any "connecting flight, interline agreement, block booking, ticketing or any other method of linking up".

In conclusion, he wished to make it clear that his purpose in raising an issue which had already received some attention from the Committee was to draw attention to the loss of revenue suffered by the east African countries as a direct result of sanctions violations, to reply to the recent complaint made by the Swedish Government and to urge the Committee to bring the violations to the attention of IATA and the Governments concerned, so that all dealings with Air Rhodesia could be broken off.

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5. At the same meeting, Rev. Morton also circulated to the Committee a number of documents relating to his statement, with particular reference to facilities for air travel, tourism and package tours to Southern Rhodesia. b/

6. The Chairman then expressed the Committee's appreciation for the information given to it. The Committee decided to request the opinion of the Legal Counsel concerning the legal status of IATA.

7. At the 191st meeting on 17 April 1974, the Committee heard statements from the representatives of Australia, France, Kenya and the United Kingdom in connexion with the testimony given by Rev. Morton and Ms. Rogers:

(a) The representative of Australia said that Mr. Renton Cowley, manager of the Air Rhodesia office in New York, had, in fact, been given a free ticket to Australia by Qantas in 1971, as had all the other interline representatives who had attended the interline sales managers' conference in that country. Stricter instructions had since been issued, and Qantas would not in future offer free travel to any employee of Air Rhodesia. Qantas had also issued specific instructions to its staff to the effect that where no agreement for staff travel existed with another airline, the approval of a superior officer must be obtained before an employee accepted free or reduced-fare travel by another carrier. As a matter of policy, Qantas would not approve applications for such travel with Air Rhodesia. With regard to the allegations concerning airline staff travel made at the last meeting, the documents which had been given to his delegation were a handwritten letter from a Qantas employee to Air Rhodesia soliciting free tickets and the reply from that airline enclosing the tickets. The action appeared to be a breach of Qantas' internal regulations, and the matter had been referred for possible disciplinary action. That was, however, an isolated example and was contrary to the policy of both Qantas and the Australian Government.

Referring to IATA resolution 200 concerning free and reduced-fare transportation, the Australian representative drew attention to paragraph 2, which stated that an IATA member might issue a pass for such transportation to an employee of an air carrier only where a request had been made in accordance with the procedures established by the general officers of the air carrier by whom such employee was employed. The implication was that any airline which had properly given such transportation to employees of Air Rhodesia was in official contact with Air Rhodesia. If normal procedures had not been followed, then resolution 200 had been breached, and the airline, if an IATA member, could be subject to a fine of up to \$50,000 per offence.

Neither Qantas nor its domestic airlines had interline agreements with Air Rhodesia. In fact, at the time IATA had notified them of Air Rhodesia's wish to become a party to such agreements, they had declined to concur.

b/ Subsequently, the Committee obtained further information on the matter from published sources, in particular documents and pamphlets issued by IATA.

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(b) The representative of France said that his delegation was not able at the moment to give any information concerning the allegations made with regard to the airlines Air France and UTA; he pointed out, however, that the airline Air Afrique listed as belonging to "France et al.", was, in fact, a multinational corporation and should not be ascribed to one country.

(c) The representative of Kenya said that, with reference to the allegation made at the previous meeting concerning the possibility of interline agreements between East Africa Airways and Air Rhodesia, he had made inquiries and had found that there might be reason to believe that such interline agreements did exist between the two airlines. An instruction issued by East Africa Airways in April 1971 stated that agents could sell tickets which would permit travel on sectors involving carriage by Air Rhodesia.

He had also investigated the allegation that a group of 42 persons had been booked by the East Africa Airways (EAA) office in Athens to travel in Rhodesia on Air Rhodesia. That allegation had, unfortunately, been confirmed; the number of persons booked on the tour, which was scheduled for August 1974, was 63, not 42. That was a very serious violation of sanctions, and he had brought it to the attention of his own Government and the Governments of Uganda and Tanzania, since all three jointly ran the East Africa Airways Corporation, and had asked them to instruct the Director-General of East Africa Airways to look into the matter immediately and inform them of what action had been taken to terminate any link between the two carriers. The EAA office in New York had cabled its head office to find out whether the April 1971 directive was still in effect, and the missions of Kenya, Tanzania and Uganda had undertaken to ask the Director-General of the airline for further classification to find out how the situation had arisen.

(d) The representative of the United Kingdom said that he had reported to his Government the allegations made by Rev. Morton but was not yet in a position to provide any information.

8. At the same meeting, the Committee decided that a note should be prepared for its consideration for transmission to the Governments of the countries of registration of the airlines involved, as listed in the IATA manual, except those Governments represented on the Committee, to whose attention the matter had been drawn through their representatives, and those of Uganda and Tanzania, in view of the statement made by the representative of Kenya. It was further decided that a letter of similar content should be prepared for transmission to IATA and that all the information available to the Committee should be properly arranged to indicate clearly the identity of the airlines involved and the lists of countries to which the proposed note should be sent and not sent.

9. As requested, the information was compiled and presented to the Committee as follows:

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Table 1

IATA agreements with Air Rhodesia (as indicated on page 16 of the
IATA Interline Agreements Manual, sixth edition)

<u>Two-letter designators</u>	<u>Name of airline</u>
AO	Aviacion y Comercio, S.A.
IC	Indian Airlines
NZ	New Zealand National Airways Corporation
OR	Air Comores
AE	Air Ceylon, Ltd.
AL	Allegheny Airlines, Inc.
AT	Compagnie nationale de transports aériens - Royal Air Maroc
LY	El Al Israel Airlines
ND	Nordair, Ltd.
TS	Aloha Airlines, Inc.
WC	Wien Air Alaska, Inc.
FT	The Flying Tiger Line, Inc.
SB	Seaboard World Airlines, Inc.
AA	American Airlines, Inc.
AC	Air Canada
AF	Air France
AI	Air India
AM	Aeronaves de Mexico, S.A.
AR	Aerolineas Argentinas
AS	Alaska Airlines, Inc.
AV	Aerovias Nacionales de Colombia, S.A. (AVIANCA)
AY	Finnair OY
AZ	ALITALIA, Linee Aeree Italiane
BN	Braniff Airways, Inc.
BP	Air Botswana (Pty) Limited
CO	Continental Airlines, Inc.
CP	CP Air, Canadian Pacific-Air
CX	Cathay Pacific Airways Ltd.
CY	Cyprus Airways, Ltd.

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Table 1 (continued)

<u>Two-letter designators</u>	<u>Name of airline</u>
DL	Delta Air Lines, Inc.
DT	Empresa de transportes aereos de Angola, SARL
EA	Eastern Air Lines, Inc.
FI	Flugfelag Islands H.F. (ICELANDAIR)
GA	P.N. Garuda Indonesian Airways
HA	Hawaiian Airlines, Inc.
IB	IBERIA, Lineas Aereas de España, S.A.
IH	Aerolinee ITAVIA
IT	Air Inter, Lignes aériennes intérieures
JL	Japan Air Lines Co., Ltd.
JM	Air Jamaica (1968), Limited
KE	Korean Air Lines, Inc.
KL	KLM Royal Dutch Airlines
KU	Kuwait Airways Corp.
LG	LUXAIR (Société anonyme luxembourgeoise de navigation aérienne)
LH	Deutsche Lufthansa AG
LI	Leeward Islands Air-Transport Services, Ltd. (LIAT)
LM	ALM-Dutch Antillean Airlines
LO	Polish Airlines (LOT)
MD	Air Madagascar - Société nationale malgache de transports aériens
ME	Middle East Airlines AIRLIBAN
MH	Malaysian Airline System
NA	National Airlines, Inc.
NW	Northwest Airlines, Inc.
OA	Olympic Airways S.A.
OK	Ceskoslovenske Aerolinie
OS	Austrian Airlines
OZ	Ozark Air Lines, Inc.
PA	Pan American World Airways, Inc.
PK	Pakistan International Airways Corp.

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Table 1 (continued)

<u>Two-letter designators</u>	<u>Name of airline</u>
PR	Philippine Air Lines, Inc.
QM	Air Malawi, Limited
QZ	Zambia Airways Corporation
RB	Syrian Arab Airlines
RG	VARIG, S.A. (Viacao Aerea Rio-Grandense)
RK	Air Afrique
RW	Hughes Air Corp. (d/b/a Air West)
SA	South African Airways
SN	Société anonyme belge d'exploitation de la navigation aérienne (SABENA)
SO	Southern Airways, Inc.
SQ	Singapore Airlines, Limited (SIA)
SR	Swiss Air Transport Co., Ltd. (SWISSAIR)
SV	Saudi Arabian Airlines
TG	Thai Airways International, Ltd.
TK	Turk Hava Yollari (Turkish Airlines)
TL	Trans-Mediterranean Airways
TM	DETA-Linhas Aereas de Moçambique
TP	Transportes Aereos Portugueses SARL-TAP
TW	Trans World Airlines, Inc.
TZ	Transair, Ltd.
UA	United Air Lines, Inc.
UM	Air Manila, Inc.
UT	Union de transports aériens (UTA)
WA	Western Airlines, Inc.
KP	Air Cape (Pty.), Ltd.
DM	Maersk Air

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Table 2

Countries indicated in the IATA list to which a note should be sent

<u>Country</u>		<u>Airline</u>	<u>Head office</u>
Argentina	AR	Aerolineas Argentinas	Buenos Aires
Belgium	SN	Société anonyme belge d'exploitation de la navigation aérienne (SABENA)	Brussels
Botswana	BP	Air Botswana (Pty.) Limited	Gaborone
Brazil	RG	VARIG, S.A. (Viacao Aerea Rio Grandense)	Porto Alegre
Canada	TZ	Transair, Ltd.	Winnipeg
	ND	Nordair, Ltd.	Roberval, Quebec
	CP	CP Air, Canadian Pacific-Air	Vancouver
	AC	Air Canada	Montreal
Colombia	AV	Aerovias Nacionales de Colombia, S.A. (AVIANCA)	Bogota
Cyprus	CY	Cyprus Airways, Ltd.	Nicosia
Czechoslovakia	OK	Ceskoslovenske Aerolinie	Prague
Denmark	DM	Maersk Air	Copenhagen
Finland	AY	FINNAIR OY	Helsinki
Germany, Federal Republic of	LH	Deutsche Lufthansa AG	Cologne
Greece	OA	Olympic Airways S.A.	Athens
Iceland	FI	Flugfelag Islands H.F. (ICELANDAIR)	Reykjavik
India	AI	Air India	Bombay
	IC	Indian Airlines	New Delhi
Israel	LY	El Al Israel Airlines	Tel Aviv
Italy	AZ	ALITALIA, Linee Aeree Italiane	Rome
	IH	Aerolinee ITAVIA	Rome
Ivory Coast	RK	Air Afrique	Abidjan
Jamaica	JM	Air Jamaica (1968), Limited	Kingston
Japan	JL	Japan Air Lines, Co., Ltd.	Tokyo
Kuwait	KU	Kuwait Airways Corp.	Kuwait
Lebanon	TL	Trans-Mediterranean Airways	Beirut
	ME	Middle East Airlines (AIRLIBAN)	Beirut

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Table 2 (continued)

<u>Country</u>		<u>Airline</u>	<u>Head office</u>
Luxembourg	LG	LUXAIR (Société anonyme luxembourgeoise de navigation aérienne)	Luxembourg
Madagascar	MD	Air Madagascar - Société nationale malgache de transports aériens	Tananarive
Malawi	QM	Air Malawi, Limited	Blantyre
Malaysia	MH	Malaysian Airline System	Kuala Lumpur
Mexico	AM	Aeronaves de Mexico, S.A.	Mexico City
Morocco	AT	Compagnie nationale de transports aériens Royal Air Maroc	Casablanca
Netherlands	LM	ALM-Dutch Antillean Airlines	Curaçao
	KL	KLM Royal Dutch Airlines	Amsterdam
New Zealand	NZ	New Zealand National Airways Corporation	Wellington
Pakistan	PK	Pakistan International Airways Corp.	Karachi
Philippines	UM	Air Manila, Inc.	Pasay City
	PR	Philippine Air Lines, Inc.	Manila
Poland	LO	Polish Airlines (LOT)	Warsaw
Portugal	TP	Transportes Aereos Portugueses SARL-TAP	Lisbon
	TM	DETA-Linhas Aereas de Moçambique	Lourenço Marques
	DT	Empresa de transportes aereos de Angola, SARL	Luanda
Republic of Korea	KE	Korean Air Lines, Inc.	Seoul
Saudi Arabia	SV	Saudi Arabian Airlines	Damascus
Singapore	SQ	Singapore Airlines, Limited (SIA)	Singapore
South Africa	KP	Air Cape (Pty.), Ltd.	Cape Town
	SA	South African Airways	Johannesburg
Spain	IB	IBERIA, Lineas Aereas de España, S.A.	Madrid
	AO	Aviacion y Comercio, S.A.	Madrid
Sri Lanka	AE	Air Ceylon, Ltd.	Colombo
Switzerland	SR	Swiss Air Transport Co., Ltd. (SWISSAIR)	Zurich
Syria	RB	Syrian Arab Airlines	Damascus
Thailand	TG	Thai Airways International, Ltd.	Bangkok
Turkey	TK	Turk Hava Yollari (Turkish Airlines)	Istanbul
Zambia	QZ	Zambia Airways Corporation	Lusaka

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Table 3

Countries to which no note should be sent, in accordance with the
 decision taken by the Committee at its 191st meeting

<u>Country</u>		<u>Airline</u>	<u>Head office</u>
Austria	OS	Austrian Airlines	Vienna
France	OR	Air Comores	Moroni/Paris
	AF	Air France	Paris
	IT	Air Inter, Lignes Aériennes Intérieures	Paris
	UT	Union de transports aériens (UTA)	Paris
	GA	P.N. Garuda Indonesian Airways	Djakarta
Kenya) Uganda)	EC	East African Airways	Nairobi
United Kingdom	LI	Leeward Islands Air Transport Services, Ltd. (LIAT)	St. John's, Antigua
	CX	Cathay Pacific Airways, Ltd.	Hong Kong
United Republic of Tanzania	EC	East African Airways	Nairobi
United States of America	WA	Western Airlines, Inc.	Los Angeles
	UA	United Air Lines, Inc.	Chicago
	TW	Trans World Airlines, Inc.	New York
	SO	Southern Airways, Inc.	Atlanta
	RW	Hughes Air Corp. (d/b/a Air West)	San Francisco
	PA	Pan American World Airways, Inc.	New York
	OZ	Ozark Air Lines, Inc.	St. Louis
	AL	Allegheny Airlines, Inc.	Pittsburgh
	TS	Aloha Airlines, Inc.	Honolulu
	WC	Wien Air Alaska, Inc.	Anchorage
	FT	The Flying Tiger Line, Inc.	Los Angeles
	SB	Seaboard World Airlines, Inc.	New York
	AA	American Airlines Inc.	New York
AS	Alaska Airlines, Inc.	Seattle	

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Table 3 (continued)

<u>Country</u>		<u>Airline</u>	<u>Head office</u>
United States of America (continued)	BN	Braniff Airways, Inc.	Dallas
	CO	Continental Airlines, Inc.	Los Angeles
	DL	Delta Air Lines, Inc.	Atlanta
	EA	Eastern Air Lines, Inc.	New York
	NW	Northwest Airlines, Inc.	Minneapolis-St. Paul
	NA	National Airlines, Inc.	Miami
	HA	Hawaiian Airlines, Inc.	Honolulu

10. In reply to the request decided upon by the Committee at the 190th meeting, the following memorandum dated 16 April 1974 was submitted by the Director of the General Legal Division, Office of Legal Affairs.

Legal status of IATA

(1) The following is in reply to the questions addressed to the Office of Legal Affairs at the 190th meeting of the Committee, concerning the legal status of the International Air Transport Association (IATA) in connexion with the "Information note on international airline agreements in violation of Security Council resolution 253" submitted by The Center for Social Action, United Church of Christ.

(2) IATA is an association of airline companies, whose articles of association were originally adopted by the International Air Transport Operators Conference (Havana, 16-19 April 1945); a copy of the articles, as amended and currently in force, is attached. According to article II thereof, the head office of the Association is to be maintained in the city in which the headquarters of the International Civil Aviation Organization (ICAO) would be located, and after ICAO was established in Montreal the Association moved there also. Thereupon, IATA was incorporated by a private act of the Canadian Parliament (9-10 George VI, Chapter 51, 18 December 1945), a copy of which is attached.

(3) Neither the articles of association nor the act of incorporation expressly provides that IATA should be subject to the laws of Canada. However, as a general rule, an association incorporated by the law of the State where it has its headquarters is normally subject to the laws and jurisdiction of that State, unless specific exception is made by law. The Secretariat of the United Nations has not been able to find any direct evidence of special

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privileges, immunities and exemptions being granted to IATA under Canadian legislation. While most of the members of IATA are Government-sponsored airlines, the Association is technically a non-governmental organization, which would not per se have a privileged position. Regulation 37 of the IATA clearing house regulations provides that they "shall be interpreted in accordance with the Laws of Canada for the time being in force". While the regulation in question does not subject IATA as such to Canadian law, it would appear to furnish evidence of IATA's recognition of special links with the State of its incorporation, particularly as the clearing house is located in another State.

(4) Even if, as appears quite possible, IATA is subject to Canadian jurisdiction, it does not necessarily follow that a particular piece of legislation applies to a particular transaction. Only a competent Canadian court could hand down an authoritative decision on whether or not any Canadian legislation regarding sanctions against Southern Rhodesia applied to IATA's role in the conclusion of interline traffic agreements. IATA acts in this matter as a conduit for information on airlines wishing to apply the agreements and the Association is not itself a party to the agreements.

(5) With respect to the United Nations, IATA is a non-governmental organization in category II consultative status with the Economic and Social Council. It may accordingly be anticipated that it will reply to inquiries concerning its activities and its field of work.

(6) The IATA Manual referred to in paragraph 6 of the "List of Air-Rhodesia's interline agreements" in the above-mentioned information note is the IATA Interline Agreements Manual. A copy of the relevant part of that Manual is attached /2nd revised page (i), revised page (ii) and 33rd revised page 16 (1 December 1973)/, together with a list of the airline abbreviation codes used in the Manual. The texts of the "Interline Traffic Agreement - Passenger" and the "Interline Traffic Agreement - Cargo" are attached. Article IX (2) of each of these agreements provides the procedure for an airline to become a party to them, and article IX (4)(a)(i) provides for the possibility of withdrawal by any party with respect to all parties or with respect to a particular party, by giving 30 days' written notice. Under this procedure, any airline being bound by the agreements in respect of Air Rhodesia could within 30 days terminate the agreement as between itself and Air Rhodesia.

11. The Committee was also in possession of the text of an explanatory note obtained from IATA concerning IATA agreements and Canadian law vis-à-vis Security Council resolution 253 (1968), as well as the text of the United Nations Rhodesia Regulations issued by the Government of Canada on 20 December 1968 under that Government's United Nations Act.

12. In accordance with the Committee's decision at the 191st meeting, the following list was compiled concerning the other matters mentioned in the testimony of Rev. Donald Morton and Ms. Barbara Rogers, about which the Committee might

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wish to initiate inquiries with the appropriate Governments or international organizations.

(a) The possibility that the International Air Transport Association (IATA) promoted and facilitated the conclusion of agreements in violation of the sanctions, a service for which Air Rhodesia is said to pay a fee.

(b) The position and responsibility of the Government of Canada vis-à-vis the activities of IATA that may be contrary to the resolutions of the Security Council, bearing in mind the provisions of regulation 37 of the IATA Interline Agreements Manual (6th edition) and the provisions of the Canadian Parliament Act of 1945 by which IATA was incorporated in Canada.

(c) Allegations of deals by major credit card companies with Southern Rhodesia, apparently not investigated by the United States Government.

(d) Resumption or continuation of operations in Southern Rhodesia by Hertz Car Rental Co. and possibly by other companies named in the Carnegie Endowment study.

(e) The existence of certain international airlines' "information offices" in Southern Rhodesia, which are, in fact, alleged to be engaging in commercial activities. Airlines mentioned in this connexion: BOAC, Alitalia, Lufthansa, Pan Am, South African Airways and TAP.

(f) The existence of interline pass agreements (said to be often applied without authority) by which officials of various international airlines are given free or reduced-rate tickets to Southern Rhodesia and Air Rhodesia personnel are given tickets on similar terms to travel to various countries. It was alleged that such travel to and from Southern Rhodesia facilitates, among other things, the promotion of tourism and subsequent foreign exchange earnings for the illegal régime.

(g) The operation of "package tours" to Southern Rhodesia by various airlines, which it is estimated will earn about \$US 6.3 million for the régime during the year 1974. The airlines involved were given to be: Air Afrique, Air France, BOAC, Ethiopian Airlines, Iberia, Lufthansa, Olympic, Pan Am, SAA, TAP and UTA.

(h) The presence of airline representatives, sales and tourist agencies in many countries outside Southern Rhodesia that, through issuance of brochures, showing of tourist films, lectures and other means, promote travel to that country.

13. At the 192nd meeting on 1 May 1974, the Committee adopted the following text of a note to be addressed to the States of registration of the airlines concerned, as listed in table 2 above.

"The Secretary-General ... at the request of the Security Council Committee established in pursuance of resolution 253 (1968) concerning the

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question of Southern Rhodesia, has the honour to draw his attention to the enclosed list from the International Air Transport Association Interline Agreements Manual (6th edition).

"On page 16 of the Manual are listed those airlines which appear to have entered into IATA passenger and/or cargo agreements, or parts thereof, with Air Rhodesia. Among these airlines is/are

"/name of airline/airlines concerned/

"The Committee recalls that in paragraph 6 of resolution 253 (1968), the Security Council decided that 'all States Members of the United Nations shall prevent airline companies constituted in their territories and aircraft of their registration or under charter to their nationals from operating to or from Southern Rhodesia and from linking up with any airline company constituted or aircraft registered in Southern Rhodesia'.

"The Committee would be grateful if His Excellency's Government would investigate the information contained in the IATA Manual. If the information made available to the Committee is confirmed, it would appear that a serious breach of the sanctions imposed by the Security Council is occurring. The Committee takes the view that there is a clear obligation on States Members of the United Nations, as on other States, under the terms of paragraph 6 of resolution 253 (1968), to prevent the conclusion and fulfillment of interline agreements with Air Rhodesia.

"The Committee would therefore be grateful if His Excellency's Government would investigate the matter urgently and take all necessary action, in particular by ensuring the termination of any agreement between its airlines, or airline companies constituted in its territory, and Air Rhodesia, informing the Committee within two months if possible.

"In addition, the Committee would welcome the texts of legislation or administrative orders relevant to the implementation of paragraph 6 of resolution 253 (1968)."

14. The note was transmitted to the Governments concerned on 13 May 1974.

15. At the 193rd meeting on 8 May 1974, the Committee adopted the text of a special statement on the matter, which it decided to request the Secretary-General of the United Nations, under his personal authority, to transmit to the Director-General of IATA. The Committee also decided that a further note should be sent to the Government of Canada, requesting it to investigate the matter. The texts of the Secretary-General's transmittal note and of the Committee's statement read as follows:

(i) Text of the Secretary-General's transmittal note

"I have been requested by the Security Council Committee established in

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pursuance of resolution 253 (1968) concerning the question of Southern Rhodesia to transmit to you the attached statement concerning interline agreements with Air Rhodesia.

"The Committee emphasized the seriousness with which it views this case of suspected violation of the mandatory sanctions established by the Security Council. The Committee would be grateful if you were to give this matter your most careful and urgent attention."

(ii) Text of the Committee's statement

"(1) It has been drawn to the attention of the Security Council Committee established in pursuance of resolution 253 (1968) concerning the question of Southern Rhodesia that, according to the IATA Interline Agreements Manual, Air Rhodesia has entered into interline agreements with a large number of other airlines.

"(2) A copy of Security Council resolution 253 (1968) is attached and the Committee would draw the attention of IATA to paragraph 6, which reads:

'Decides that all States Members of the United Nations shall prevent airline companies constituted in their territories and aircraft of their registration or under charter to their nationals from operating to or from Southern Rhodesia and from linking up with any airline company constituted or aircraft registered in Southern Rhodesia /emphasis added/'.

"(3) Paragraph 6 is not limited by the provisions of paragraph 3 of the resolution, as the explanatory note presented by IATA to the Committee implies. It stands on its own. The Committee takes the view that there is a clear obligation on States Members of the United Nations, as on other States, to prevent the conclusion and fulfilment by their airlines and aircraft of interline agreements with Air Rhodesia. The Canadian Regulations which are cited in the note do not deal only with the carriage of goods. In particular, the relevant part of paragraph 6 of resolution 253 (1968) is reflected, although not ipsisssimis verbis, in section 12 of the Regulations, which contains no such limitation.

"(4) The Committee would draw the attention of IATA also to operative paragraph 4 of resolution 253 (1968), which relates to the remittance of funds to persons or bodies within Southern Rhodesia and to Security Council resolution 277 (1970), also attached, in particular to paragraph 9 (b), which reads:

'9. Decides, in accordance with Article 41 of the Charter and in furthering the objective of ending the rebellion, that Member States shall:

...

/...

'(b) Immediately interrupt any existing means of transportation to and from Southern Rhodesia.'

"(5) If the information contained in the IATA Manual is confirmed, it would appear that a serious breach of the sanctions imposed by the Security Council is occurring.

"(6) The Committee would be grateful, therefore, if IATA would, as a matter of urgency, inform it of the date on which IATA was approached by Air Rhodesia under article IX (2) of each of the interline traffic agreements, when IATA informed the parties to those agreements of the approach and when and how each of the airlines listed in the IATA Interline Agreements Manual signified its concurrence, in accordance with article IX (2) (b).

"(7) IATA will understand that the Committee is bound also to send a copy of this letter to the Government of Canada. IATA is incorporated by act of the Canadian Parliament, and the possibility has arisen of IATA at least having facilitated, through the interline agreements system and the agency programmes, the commission of acts by others which entail serious breaches of sanctions against Southern Rhodesia. There is, indeed, a possibility that IATA itself may have acted contrary to Canadian law in this matter.

"(8) The Secretary-General of the United Nations has already written to a number of Governments whose airlines appear to be involved. The Committee has asked him, in addition, to seek IATA's active co-operation in investigating this matter and, if the facts are as they appear to be, in putting an end to Rhodesia's participation in these arrangements. As a first step, it would request IATA to bring to the attention of its member airlines the facts of the situation, to stop any correspondence with Air Rhodesia and to terminate forthwith all dealings with it, directly or indirectly. In doing so, the Committee appeals to IATA particularly, having in mind the purposes, objects and aims of IATA, set out in its articles of association, of which article III (3) reads:

'To co-operate with the International Civil Aviation Organization and other international organizations'.

"(9) The Committee looks forward to an early reply, if possible within two months."

16. Accordingly, the Secretary-General transmitted the Committee's statement as requested, as well as the note to Canada, enclosing a copy of the Secretary-General's letter and its enclosure to the Director-General of IATA.

17. An acknowledgement dated 16 May 1974 was received from the Ivory Coast, and replies were received from Kuwait, Italy and Syria, the substantive parts of which read as follows:

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(i) Note dated 15 May 1974 from Kuwait

"The competent authorities in Kuwait, after making an appropriate investigation, are convinced that there is no truth whatsoever in the allegation that Kuwait Airways Corporation entered into IATA passenger and/or cargo agreements, or parts thereof, with Air Rhodesia.

"The Kuwait Airways Corporation, like all other Kuwaiti nationals and corporations, are not operating in Southern Rhodesia; nor have they any dealings with the racist régime in it.

"The Government of Kuwait, its nationals and corporations strictly comply with the sanctions imposed by the Security Council and will refrain from taking any action which might confer a semblance of legitimacy on the illegal racist minority régime.

"Moreover, the Kuwait Airways Corporation had already informed IATA that they have no dealings whatsoever with Air Rhodesia and do not accept airline tickets issued by it.

"The Permanent Representative of the State of Kuwait would like to commend the Security Council Committee for its vigilance and would like to pledge maximum co-operation with the Committee so that it may fulfil the great objectives for which it was established. The Permanent Representative will be always pleased to receive information on matters within the purview of the Committee and to hold an appropriate investigation. However, in the present instance, the Committee can rest assured that no breach of the sanctions imposed by the Security Council is occurring."

(ii) Note dated 20 May 1974 from Italy

"In this connexion, the Permanent Representative of the Italian Republic has the honour to state that the contents of the above note have already been communicated to the Italian Government.

"With regard to the request of the Committee on sanctions concerning the texts of legislation or administrative orders relevant to the implementation of paragraph 6 of resolution 253 (1968), the Permanent Representative of the Italian Republic has the honour to draw the attention of the Committee on sanctions to the fact that the Italian Government has taken all the necessary action for giving full and entire effect to resolution 253 by the decree-law of 3 October 1968, published in the Official Gazette of the Italian Republic on 3 October 1968. The text of the decree-law, communicated at the time to the United Nations Secretariat, has been published by the Secretariat in document S/8786/Add.3, dated 1 November 1968."

(iii) Note dated 21 May 1974 from Syria

"The Syrian Arab Airlines has never entered into IATA passenger and/or

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cargo agreements, or parts thereof, with Air Rhodesia and therefore it has no connexion with it whatsoever, directly or indirectly. The allegations contained in the International Air Transport Association Interline Agreements Manual are completely untrue."

18. On 21 May, the Secretary-General received the Director-General of IATA for a meeting, in the course of which the Director-General gave assurances that he would do his best to assist the Committee in every way possible.

19. A letter dated 30 May 1974 addressed to the Secretary-General was received from the Director-General of IATA, the substantive part of which is reproduced below:

"I have brought your letter and the Security Council's statement to the attention of the Executive Committee of IATA at their recent mid-year meeting.

"As set out in our explanatory note, c/ which is in your possession, this Association is a Canadian Corporation subject to the United Nations Rhodesia Regulations (20 December 1968) promulgated by the Canadian Government to give effect to resolution 253 (1968) of the Security Council. The Executive Committee has been advised that IATA, in carrying out certain purely administrative functions under the Traffic Conference resolutions, has not contravened these Regulations. This is, of course, a question of interpretation of the Canadian law, and my General Counsel is available to give UN counsel any required explanation. I should emphasize that Traffic Conference resolutions are approved by all Governments concerned.

"Nevertheless, and although the resolution of the Security Council is in its terms directed to States Members of the United Nations, I am pleased to be able to assure you that you will have the co-operation of IATA with the United Nations and its specialized agencies in the terms of our articles of association. I shall, within the course of the next month, be in a position to let you have the information requested in paragraph 6 of the Sanctions Committee's statement and to advise you of the action taken in response to paragraph 8 of the statement.

"Finally, I must thank you for your courtesy in giving me the opportunity to discuss with you personally the various aspects of this matter when I was in New York last week."

20. Replies were received from Pakistan and Japan, the substantive parts of which read as follows:

(i) Note dated 11 June from Pakistan

"The Permanent Representative of Pakistan to the United Nations ... with

c/ See para. 11 above.

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reference to the Secretary-General's letter dated 13 May 1974 concerning passenger and/or cargo agreements between Pakistan International Airways Corporation and Air Rhodesia, has the honour to inform him that the Government of Pakistan, after due investigation of the matter has communicated the following:

"Pakistan International Airlines has been a member of IATA since 1955. Air Rhodesia entered in to this multilateral agreement in 1968. It appears that PIA's concurrence to Air Rhodesia joining the IATA multilateral interline agreement was inadvertently conveyed by some official, despite the Government's notification concerning sanctions against Southern Rhodesia. A letter was sent by PIA to IATA Secretariat on 20 May 1974, withdrawing our interline agreement in so far as Air Rhodesia is concerned."

(ii) Note dated 21 June 1974 from Japan

"The Permanent Representative of Japan ... with reference to the Secretary-General's note dated 13 May 1974, regarding Japan Air Lines involvement in IATA interline agreements with Air Rhodesia, has the honour to inform the Secretary-General of the investigation undertaken by the Government of Japan and of the subsequent action by Japan Air Lines which was undertaken in response to the Secretary-General's aforementioned note, as follows:

"(1) Japan Air Lines entered into IATA Interline agreements in February 1954. Since Air Rhodesia entered into IATA interline agreements in March 1968, Japan Air Lines, under standard IATA arrangements, was placed in a position where it had to conclude interline agreements with Air Rhodesia.

"(2) In an immediate response to the Secretary-General's note, which had been communicated by the Government of Japan, Japan Air Lines, in a cable dated 3 June 1974, took the necessary action by notifying the International Air Transport Association and Air Rhodesia of its decision to terminate the IATA interline traffic agreements on passenger and/or cargo with Air Rhodesia, which will become effective 2 July 1974. The text of this cable is attached.

"The Permanent Representative of Japan has further the honour to state as follows:

"(1) The Government of Japan had decided at a Cabinet meeting in 1968 to take necessary measures to implement Security Council resolution 253 immediately after its adoption.

"(2) In accordance with this decision, the Ministry of Transportation had sent a letter, in June 1968, to Japan Air Lines, the only national airline operating international regular air service, in which it called the attention of Japan Air Lines to the relevant provisions of Security Council

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resolution 253 (1968) and requested Japanese Air Lines not to engage in the air transportation of goods to and from Southern Rhodesia or the operation of services to and from Southern Rhodesia, and also not to link up with airlines of Southern Rhodesia.

"(3) In pursuance of this request by the Government of Japan, Japan Air Lines has never sold tickets to passengers or agreed to transport cargoes destined for Southern Rhodesia.

"The Permanent Representative of Japan assures the Secretary-General that the Government of Japan intends to continue to co-operate fully with the United Nations in implementing Security Council resolution 253 (1968).

Text of the cable from Japan Air Lines

"This is to inform you that, in accordance with article IX, subparagraph (4) (A) (I) of the IATA interline traffic agreements - passenger and cargo, Japan Air Lines withdraw from these agreements in so far as Air Rhodesia Corporation is concerned with effect from 2 July 1974."

21. At the 201st meeting on 27 June 1974 the representative of France made the following statement:

"My delegation informed the French authorities of the statements made to the Committee in April 1974 by Rev. Morton and Ms. Rogers concerning the agreements which a great many airlines, some of them French, had allegedly entered into with Air Rhodesia through IATA.

"I am able to advise the Committee that, during a meeting at the Ministry of Foreign Affairs, it was decided that the supervisory authorities of the French airlines would request the latter to observe the sanctions régime laid down by Security Council resolution 253 (1968), which would involve, inter alia, terminating the IATA agreements.

"With regard to the 'package tours', which were also discussed in the Committee, the French companies have been requested to refrain in the future from arranging such tours."

22. At the same meeting, the representative of the United States of America read out a letter addressed by the Chief Counsel of the United States Federal Aviation Administration to the presidents of all United States airlines operating large aircraft and to the appropriate agencies. The text of the letter reads as follows:

"We are writing to you, as well as the presidents of all United States air carriers operating large aircraft. Our attention has been drawn to a number of alleged violations of Special Federal Aviation Regulation 21

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(SFAR 21). SFAR 21 implemented Executive Order 11419 (29 July 1968) which was itself promulgated pursuant to United Nations Security Council resolution 253 (1968), adopted on 29 May 1968. SFAR 21 deals with certain prohibited transactions with Southern Rhodesia and provides in section 2:

'(c) No US air carrier may operate any aircraft, and no person may operate any aircraft owned or chartered by any person subject to the jurisdiction of the United States or registered under the laws of the United States:

'(1) To or from Southern Rhodesia; or

'(2) In co-ordination with any airline company constituted, or aircraft registered, in Southern Rhodesia, whether by connecting flight, interline agreement, block booking, ticketing or any other method of linking up.

'(d) The prohibitions in this section apply to the owner, lessee, operator or charterer of the aircraft and any other officer, employee or agent of any of them who participates in the prohibited carriage or operation.

'(e) Any carriage or operation the purpose or effect of which is to evade any prohibition of this section is also prohibited.'

"Executive Order 11419, dated 29 July 1968, assigns the responsibility to enforce this provision to the Department of Transportation, which, in turn, has delegated it to the Federal Aviation Administration.

"We are particularly concerned with interline agreements, both bilateral and multilateral, with Air Rhodesia. We are equally concerned with the activities of airline travel agents which ticket on Air Rhodesia. A series of investigations has been initiated.

"We solicit your assistance in ensuring that airline or agency concerned operates in full conformity with SFAR 21.

"If you have any questions or we can be of any assistance, please advise us."

23. At the same meeting, the Committee decided that the Secretary of the Committee should communicate with Rev. Morton to obtain further clarification concerning the other aspects of his testimony as listed for the Committee and reproduced in paragraph 11, above. The Committee also decided that notes should be prepared for its consideration for transmission to the appropriate Governments with respect to the items mentioned in subparagraphs (e) and (g) of that list.

24. A letter dated 2 July 1974 was addressed to Rev. Morton by the Committee Secretary.

25. Replies were received from the Director-General of IATA, Iceland, the Federal Republic of Germany, Colombia, Czechoslovakia, Thailand, Luxembourg, Poland, Turkey and Austria, the substantive parts of which read as follows:

/...

(i) Letter dated 1 July 1974 from the Director-General of IATA

"May I refer to your letter of 9 May 1974 and my interim acknowledgment of 30 May 1974 on the subject of a statement by the United Nations' sanctions committee of the Security Council established under resolution 253 (1968).

"In accordance with the decision taken by the Executive Committee's mid-year meeting in Colorado Springs, I have advised airlines participating in the IATA interline agreement and IATA agency programme that IATA will, with effect from 1 July 1974, cease to carry out any function assigned to it under the applicable IATA Traffic Conference resolutions with respect to Air Rhodesia and agents located in Rhodesia.

"I have also requested IATA members and non-IATA carriers who have concurred with Air Rhodesia in the interline agreement to withdraw their concurrence, and further requested members who have agents appointed in Rhodesia under the IATA agency programme, to withdraw their appointments.

"Appropriate instructions have been issued to the IATA departments concerned with these matters.

"You will appreciate that IATA has taken this action pursuant to its policy of co-operation with the United Nations and its specialized agencies although, as I have previously mentioned, I am satisfied that IATA's involvement in the administration of these programmes was carried out at all times in accordance with the applicable Canadian law to which this Association is subject.

"In response to the request contained in paragraph 6 of the Security Council Committee's statement, I am attaching a document which answers in detail the questions which have been asked."

Attachment

"A. Date on which IATA was first approached by Air Rhodesia for participation in the Multilateral Interline Traffic Agreements (Passenger and Cargo) - 30 October 1967.

"B. Date on which IATA informed parties to the Agreements that Air Rhodesia had applied for participation - 23 November 1967.

"C. The following airlines became parties to the Agreements with respect to Air Rhodesia on the dates set opposite their names as the result of notifications of concurrence by them (or by Air Rhodesia). Such notifications were by letter or telex addressed to IATA, usually with copy to the other party.

/...

<u>Group</u>	<u>Countries or areas*</u>	
"1. Aviacion y Comercio, S.A. Indian Airlines New Zealand National Airways Air Comores	Spain	1 September 1968
	India	2 March 1968
	New Zealand	1 May 1968
	Comoro Islands	1 January 1971
"2. Air Ceylon Ltd. Allegheny Airlines, Inc. Royal Air Maroc EL AL Israel Airlines Ltd. Nordair Ltd. Aloha Airlines, Inc. Wien Air Alaska, Inc.	Sri Lanka	1 July 1968
	United States	1 May 1968
	Morocco	1 May 1968
	Israel	1 May 1968
	Canada	1 July 1969
	United States	1 September 1968
	United States	3 March 1969
"3. The Flying Tiger Line, Inc. Seaboard World Airlines, Inc.	United States	1 January 1971
	United States	2 March 1968
"4. American Airlines, Inc. Air Canada Air France Air-India Aeronaves de Mexico, S.A. Aerolineas Argentinas Alaska Airlines, Inc. Aerovias Nacionales de Colombia, S.A. (AVIANCA) FINNAIR Oy ALITALIA, Linee Aeree Italiane Braniff Airways Ltd. Air Botswana (Pty) Limited Continental Airlines, Inc. CP Air (Canadian Pacific-Air) Cathay Pacific Airways Ltd. Cyprus Airways Ltd. Delta Air Lines, Inc. Empresa de Transportes Aereos de Angola, SARL Eastern Air Lines, Inc. Flugfelag Islands H.F. (ICELANDAIR) P.N. Garuda Indonesian Airways Hawaiian Airlines, Inc.	United States	2 March 1968
	Canada	1 May 1968
	France	1 May 1968
	India	2 March 1968
	Mexico	1 July 1968
	Argentina	1 May 1968
	United States	1 May 1971
	Colombia	1 July 1968
	Finland	1 September 1968
	Italy	1 July 1968
	United States	1 May 1971
	Botswana	1 July 1973
	United States	1 January 1971
	Canada	2 March 1968
	Hong Kong	2 March 1968
	Cyprus	1 May 1968
	United States	2 March 1968
	Angola	1 July 1968
	United States	2 March 1968
	Iceland	2 March 1968
Indonesia	3 March 1971	
United States	1 January 1969	

* The column showing countries or areas has been added by the Secretariat for ease of reference.

<u>Group</u>	<u>Countries or areas</u>	
"4. IBERIA, Lineas Aereas de España, S.A.	Spain	1 September 1968
Aerolinee ITAVIA	Italy	2 March 1968
Air Inter	France	3 March 1969
Japan Air Lines Co Ltd.	Japan	2 March 1968
Air Jamaica (1968) Ltd.	Jamaica	3 March 1971
Korean Air Lines, Inc.	Republic of Korea	1 January 1970
KLM Royal Dutch Airlines	Netherlands	2 March 1968
Kuwait Airways Corp.	Kuwait	1 July 1968
LUXAIR	Belgium	1 January 1969
Deutsche Lufthansa AG	Federal Republic of Germany	2 March 1968
Leeward Islands Air Transport Services Ltd.	Antigua-West Indies	1 January 1969
ALM - Dutch Antillean Airlines	Netherlands Antilles	1 January 1971
Polish Airlines (LOT)	Poland	1 May 1968
AIR MADAGASCAR	Madagascar	1 May 1968
Middle East Airlines Airliban	Lebanon	2 March 1968
Malaysian Airlines System	Malaysia	1 July 1972
National Airlines, Inc.	United States	1 May 1968
Northwest Airlines, Inc.	United States	1 May 1968
Olympic Airways S.A.	Greece	1 May 1968
Ceskoslovenske Aerolinie	Czechoslovakia	1 September 1970
Austrian Airlines	Austria	3 March 1971
Ozark Air Lines, Inc.	United States	1 July 1968
Pan American World Airways, Inc.	United States	2 March 1968
Pakistan International Airways Corp.	Pakistan	1 May 1968
Philippine Air Lines, Inc.	Philippines	1 September 1969
Air Malawi Limited	Malawi	2 March 1968
Zambia Airways Corporation	Zambia	1 May 1968
Syrian Arab Airlines	Syria	1 November 1968
VARIG, S.A.	Brazil	2 March 1968
Air Afrique	Ivory Coast	1 November 1968
Hughes Air Corp. (d/b/a Air West)	United States	1 September 1968
South African Airways	South Africa	2 March 1968
SABENA	Belgium	2 March 1968
Southern Airways, Inc.	United States	1 July 1968
Singapore Airlines Limited	Singapore	1 July 1972
Swiss Air Transport Co. Ltd.	Switzerland	2 March 1968
Saudi Arabian Airlines	Saudi Arabia	1 July 1968
Thai Airways International Ltd.	Thailand	1 July 1968
Turk Hava Yollari	Turkey	1 July 1968
Trans-Mediterranean Airways	Lebanon	1 July 1968

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<u>Group</u>	<u>Countries or areas</u>	
"4. DETA - Linhas Aereas de Moçambique	Mozambique	1 May 1968
Transportes Aereos Portugueses SARL	Portugal	2 March 1968
Trans World Airlines, Inc.	United States	2 March 1968
Transair Ltd.	Canada	1 May 1972
United Air Lines, Inc.	United States	1 May 1968
Air Manila, Inc.	Philippines	1 November 1972
Union de Transportes Aériens (UTA)	France	2 March 1968
Western Airlines, Inc.	United States	1 July 1971
"5. Air Cape (Pty) Ltd.	South Africa	1 July 1971
"6. Maersk Air	Denmark	1 January 1973

* * *

"NOTE:

Group

"1: BOTH THE PASSENGER AND CARGO AGREEMENTS EXCEPT FOR ARTICLE III OF EACH are in force between the two carriers concerned. (This is the equivalent of the former basic IATA Interline Traffic Agreement Only)

"2: THE PASSENGER AGREEMENT AND THE CARGO AGREEMENT (EXCEPT FOR ARTICLE III THEREOF) is in force between the two carriers concerned. (This is the equivalent of the former basic IATA Interline Traffic Agreement plus the Supplemental Baggage Agreement)

"3: THE PASSENGER AGREEMENT (EXCEPT ARTICLE III THEREOF) AND THE CARGO AGREEMENT is in force between the two carriers concerned. (This is the equivalent of the former basic IATA Interline Traffic Agreement plus the Supplemental Cargo Handling Agreement)

"4: BOTH THE COMPLETE PASSENGER AGREEMENT AND THE COMPLETE CARGO AGREEMENT are in force between the two carriers concerned. (This is the equivalent of the former basic IATA Interline Traffic Agreement plus the Supplemental Baggage Agreement and the Supplemental Cargo Handling Agreement)

"5: ONLY THE PASSENGER AGREEMENT is in force between the two carriers concerned. (No concurrences under the former Agreements are strictly equivalent to this, but it is tantamount to the passenger aspects only of the former basic IATA Interline Traffic Agreement plus the Supplemental Baggage Agreement. If a carrier code is underlined, Article III is not in effect between the two parties.)

"6: ONLY THE CARGO AGREEMENT is in force between the two carriers concerned. (No concurrences under the former agreements are strictly equivalent to this,

/...

but it is tantamount to the cargo aspects only of the former basic IATA Interline Traffic Agreement plus the Supplemental Cargo Handling Agreement)

(ii) Note dated 1 July 1974 from Iceland

"The Permanent Mission of Iceland to the United Nations ... has the honour, with reference to the Secretary-General's note of 13 May 1974 to inform him that on 5 June 1974 Icelandair terminated the IATA interline traffic agreement between Icelandair and Air Rhodesia Corporation. No agreement is therefore in existence at present between Icelandair and Southern Rhodesia."

(iii) Note dated 3 July 1974 from the Federal Republic of Germany

"The Acting Permanent Representative of the Federal Republic of Germany to the United Nations ... with reference to the Secretary-General's note of 13 May 1974 and further to his own note of 6 June 1974 concerning the International Air Transport Association Interline Agreements Manual (6th edition), has the honour to inform the Secretary-General of the following:

"The conclusion of interline agreements in general is not subject to the approval of the Federal Government. Thus the interline agreement between Deutsche Lufthansa Ag and Air Rhodesia had, prior to the note of the Secretary-General, not come to the knowledge of the Federal Government. The Federal Government has, however, on receipt of the information of the Security Council Committee immediately taken the necessary steps to check the compatibility of the said agreement with the sanctions of the Security Council. As soon as the final result of this investigation is available, it will be conveyed promptly."

(iv) Note dated 8 July 1974 from Colombia

"The Permanent Mission of Colombia to the United Nations ... with reference to the Secretary-General's note of 13 May 1974, has the honour to state that Dr. Ernesto Vásquez Rocha, Secretary-General of Aerovías Nacionales de Colombia (AVIANCA), S.A., has indicated that the enterprise has duly notified the International Air Transport Association (IATA) of the termination of the passenger and/or cargo agreements entered into with Air Rhodesia."

(v) Note dated 9 July 1974 from Czechoslovakia

"The Permanent Representative of the Czechoslovak Socialist Republic to the United Nations ... with reference to the Secretary-General's note dated 13 May 1974 concerning the IATA passenger and/or cargo agreements with Air Rhodesia has the honour to advise the following:

/...

"The Czechoslovak Socialist Republic does not recognize the illegal régime in Southern Rhodesia, does not maintain either any diplomatic or any other relations with it and consistently implements all provisions of the resolution 253 (1968) of the Security Council, which the Government of the Czechoslovak Socialist Republic has had the honour to communicate in its preceding responses to the notes of the Secretary-General.

"The investigations undertaken by the competent Czechoslovak authorities with regard to the information contained in the above note of the Secretary-General dated 13 May 1974, have established that no interline transport between the Czechoslovak Airline Company, CSA, and Air Rhodesia has ever taken place. The Czechoslovak Airline Company, CSA, is one of the parties to the multilateral IATA interline traffic agreement, which was joined by the airline company Air Rhodesia. The Czechoslovak Airline Company, CSA, has, as of 19 April 1974, declared the said multilateral agreement invalid in relation to Air Rhodesia.

"The Government of the Czechoslovak Socialist Republic wishes to take this opportunity to reiterate its full support of all measures adopted by the United Nations assisting the people of Southern Rhodesia to achieve the implementation of its inalienable rights, confirmed in the Declaration on the Granting of Independence to Colonial Countries and Peoples."

(vi) Note dated 10 July 1974 from Thailand

"The Chargé d'affaires, a.i., of the Permanent Mission of Thailand to the United Nations ... has the honour to refer to /the Secretary-General's/ note dated 13 May 1974, drawing the attention of His Thai Majesty's Government, upon the request of the Security Council Committee concerning the question of Southern Rhodesia, to page 16 of the International Air Transport Association Interline Agreements Manual (6th edition), which listed, among others, Thai Airways International, Ltd., as appearing to have entered into IATA passenger and/or cargo agreements, or parts thereof, with Air Rhodesia.

"The Chargé d'affaires, a.i., has the honour to inform the Secretary-General that the matter was duly conveyed to the Ministry of Foreign Affairs in Bangkok and the following reply has now been received:

"1. His Majesty's Government has consistently and fully complied with the United Nations Security Council resolutions concerning Southern Rhodesia, including resolution 253 (1968).

"2. Investigations have been conducted as to the nature and substance of the information as contained in page 16 of the Manual. The facts are as follows:

"2.1 Thai Airways International, Ltd., has for many years been a party to the multilateral interline traffic agreements - passenger and cargo of IATA. However, Air Rhodesia thereafter also became a party to the said agreement.

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"2.2 Upon receipt of the allegation, and taking into account His Majesty's Government's policy and unequivocal position in this matter, Thai Airways International, Ltd., on 3 June 1974, notified the International Air Transport Association (IATA) of its decision to withdraw with immediate effect from IATA multilateral interline traffic agreements - passenger and cargo, in so far as Air Rhodesia Corporation is concerned.

"2.3 The above decision of Thai Airways International, Ltd. was then conveyed in memorandum (TY-52/1502) dated 12 June 1974, from Traffic Service Administrator of IATA to all members and non-IATA parties to interline agreements."

(vii) Note dated 11 July 1974 from Luxembourg

"The Permanent Representative of Luxembourg to the United Nations ... has the honour to refer to the Secretary-General's note of 13 May 1974 concerning certain airlines which have entered into agreements with Air Rhodesia.

"It should be noted in this connexion that the interline agreement between the Luxembourg LUXAIR Company and Air Rhodesia was cancelled with effect from 1 July 1974."

(viii) Further note from Thailand dated 12 July 1974

"The Chargé d'affaires, a.i., of the Permanent Mission of Thailand to the United Nations ... with reference to the Secretary-General's note dated 10 July 1974 in which, inter alia, the memorandum (TS-52/1502) dated 12 June 1974, from Traffic Service Administrator of IATA to all members and non-IATA parties to interline agreements, on the withdrawal of Thai Airways International, Ltd., from the IATA multilateral interline traffic agreements - passenger and cargo, in so far as Air Rhodesia Corporation is concerned with immediate effect, has been referred to, has the honour to forward to the Secretary-General herewith a copy of the text of the said memorandum, with the request that the Secretary-General be so good as to have it transmitted to the Security Council Committee concerning the question of Southern Rhodesia for its information."

Enclosure

Text of memorandum dated 12 June 1974 from the Traffic
Service Administrator of IATA

"By letter dated 3 June 1974 Thai Airways International, Ltd. advised IATA that they withdraw from the IATA multilateral interline traffic agreements - passenger and cargo, in so far as Air Rhodesia Corporation is concerned with immediate effect.

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"2. By letter dated 5 June 1974, Flugfelag Islands, H.F. (ICELANDAIR) advised IATA that, in accordance with article IX, subparagraph (4) (a) (i) of the IATA multilateral interline traffic agreements - passenger and cargo, they withdraw from these agreements in so far as Air Rhodesia Corporation is concerned with effect from 5 July 1974.

"3. By letter dated 6 June 1974, Turk Hava Yollari A.O. advised IATA that they withdraw from the IATA multilateral interline traffic agreements - passenger and cargo, in so far as Air Rhodesia is concerned with effect from 1 July 1974.

"4. By letter dated 7 June 1974, Hughes Air Corp. (d/b/a Airwest) advised IATA that they withdraw from the IATA multilateral interline traffic agreements - passenger and cargo, in so far as Air Rhodesia Corporation is concerned with immediate effect.

"5. By telex dated 10 June 1974, Aerovias Nacionales de Colombia, S.A. advised IATA they withdraw from the IATA multilateral interline traffic agreements - passenger and cargo, in so far as Air Rhodesia Corporation is concerned with immediate effect."

(ix) Note dated 15 July 1974 from Poland

"The Permanent Mission of the Polish People's Republic to the United Nations ... referring to the Secretary-General's note of 13 May 1974 concerning the IATA passenger and/or cargo agreements with Air Rhodesia, has the honour, on instruction from its Government, to state the following:

"The State authorities responsible for civil air transportation in the Polish People's Republic, after being informed by Polish Airlines LOT of the passenger and cargo agreement concluded with Air Rhodesia within the framework of IATA multilateral arrangements, immediately rejected the said agreement and declared it null and void. Polish Airlines LOT has terminated the agreement with an immediate effect and after an earlier termination of interline general sales agreement does not maintain any contacts whatsoever with Air Rhodesia."

(x) Note dated 15 July 1974 from Turkey

"Referring to your communication of 13 May 1974 concerning the IATA interline traffic and cargo agreements between Turkish Airlines and Air Rhodesia, I have the honour to inform you that Turkish Airlines, effective from 1 July 1974, withdrew from these agreements as far as Air Rhodesia is concerned. A copy of the letter dated 6 June 1974 by Turkish Airlines, Inc., informing its Rhodesia counterpart of the situation is enclosed.

"I take this opportunity to put on record that the Turkish Government is determined to continue to implement the measures so far taken by the Security

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Council vis-à-vis the illegal régime in Zimbabwe. It was with this understanding that the Turkish Government, by its decree of 18 November 1968, codified these measures as they were contained in Security Council resolution 253 (1968). The text of the said Turkish Government decree was communicated to the Secretariat of the United Nations by our note No. 1519/1019 of 13 December 1968.

"As to the agreement between Turkish Airlines and Air Rhodesia, it was concluded on 24 April 1968, well before the Security Council resolution 253 (1968) and the consequent Government decree. The initiative for such an agreement came from Air Rhodesia on 30 November 1967. The highly technical nature of these agreements and the fact that they usually never reach governmental level for conclusion but are done by exchanges of letters between companies can explain their being overlooked until recently when the matter was brought to the attention of the Turkish Government.

"I will be glad if Your Excellency could transmit this information to the Committee established in pursuance of Security Council resolution 253 (1968) concerning the question of Southern Rhodesia and circulate this letter as an official document of the Security Council."

Enclosure

Text of the letter by Turkish Airlines, Inc., to the Tariffs
Manager, Air Rhodesia, Salisbury, Southern Rhodesia

"We kindly inform you that in accordance with article IX, subparagraph (4) (a) (i) of the IATA interline traffic and cargo agreements, Turkish Airlines, Inc., withdraws from these agreements with effect from 1 July 1974 in so far as your company Air Rhodesia is concerned."

(xi) Note dated 17 July 1974 from Austria

"The Permanent Representative of Austria to the United Nations ... has the honour to refer to the information contained in the International Air Transport Association Interline Agreements Manual (6th edition).

"Investigations carried out by the competent Austrian authorities indicated that an IATA interline agreement between Austrian Airlines and Air Rhodesia did indeed exist. Austrian Airlines explained to the Austrian authorities that at the time of signing the agreement they were not of the opinion that the conclusion of an interline agreement with Air Rhodesia was in contradiction to Security Council resolution 253 (1968), because this agreement confined itself to the mutual recognition of air transport documents.

"Upon request of the Austrian Government, Austrian Airlines terminated the IATA interline agreement with Air Rhodesia as of 9 July 1974."

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26. By a letter dated 23 July 1974, Rev. Morton supplied additional information as requested by the Committee at the 201st meeting. The information was from the United Touring Company Southern Africa Agents' Manual: 1973/74, which indicated that there were an operating company in Malawi, overseas offices in Australia, the Federal Republic of Germany and the United Kingdom and overseas representation in Canada, Japan, Mexico, Singapore and the United States of America, all engaged in promoting tourism in Southern Rhodesia. The overseas representation in each of the countries concerned was listed under the name of WDI Mundy, Inc., which Rev. Morton stated was just another name for Rhodesian tourist promotion.

27. The additional information supplied by Rev. Morton was incorporated into the text of the note proposed for transmission to the appropriate Governments as indicated in paragraph 21, above. At the time of preparation of the present report the full text of the note was still under consideration.

28. Replies were received from Denmark, the Republic of Korea, the Federal Republic of Germany, the Netherlands, New Zealand, India, Morocco, Saudi Arabia, Italy and Kenya (also on behalf of Uganda and the United Republic of Tanzania), the substantive parts of which read as follows:

(i) Note dated 24 July 1974 from Denmark

"Investigation carried out by the Danish Foreign Ministry has shown the following:

"The private Danish Airline, Maersk Air, entered into IATA interline traffic agreements with respect to Air Rhodesia in October 1972, when Maersk Air was recognized as associate member of IATA and participant in IATA interline cargo agreements. In accordance with the rules of IATA, Maersk Air at that time distributed a stenciled note to those airlines which were listed as members of IATA, requesting their consent that Maersk Air was accepted as participant in the above-mentioned IATA agreements. Maersk Air received, inter alia, the consent of Air Rhodesia, but has, however, never operated to or from Southern Rhodesia or at any time issued or accepted tickets or consignment notes which have concerned Air Rhodesia or in any form made economic transactions with Air Rhodesia.

"Maersk Air, on 27 May 1974, informed IATA that it was terminating its participation in the interline agreements in so far as these concerned Southern Rhodesia.

"With reference to the request of the Security Council Committee ... to receive the texts of legislation or administrative orders relevant to the implementation of paragraph 6 of resolution 253 (1968), the Acting Permanent Representative of Denmark has the honour to inform the Secretary-General that the royal decree of 18 September 1968 is still the foundation for the Danish implementation of the sanctions imposed by the Security Council against Southern Rhodesia. The text of the royal decree was forwarded to the Security

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Council with the note of 9 October 1968, from the Permanent Representative of Denmark. The note has been reproduced in United Nations document S/8863.

"Considering the above-given information, the Danish Foreign Ministry wishes to note that it finds that the private airline, Maersk Air, has acted in good faith by entering into the interline agreements in question."

(ii) Note dated 24 July 1974 from the Republic of Korea

"Korean Airlines Co., Ltd., withdrew from the International Air Transport Association interline traffic agreements - complete passenger and cargo, in so far as Air Rhodesia Corporation is concerned effective 15 July 1974."

(iii) Note dated 26 July 1974 from the Federal Republic of Germany

"The Acting Permanent Representative of the Federal Republic of Germany to the United Nations ... has the honour to inform the Secretary-General of the following:

"Security Council resolution 253 (1968), paragraph 6, has been transformed into German law by article 21 of the Air Transport Act and article 44a of the Foreign Trade Ordinance.

"The Federal Government has requested the Deutsche Lufthansa A.G. to terminate its interline agreement with Air Rhodesia. The Lufthansa intends to take this step in the near future, after co-ordinating it with the neighbouring European airline companies."

(iv) Note dated 29 July 1974 from the Netherlands

"During the month of April of this year, the Netherlands Government gained knowledge of the existence of an interline traffic agreement between KLM Royal Dutch Airlines and Air Rhodesia Corporation.

"The Netherlands Government, thereupon, pointed out to KLM that the agreement concerned constituted a breach of paragraph 6 of Security Council resolution 253 (1968).

"In the meantime, KLM has informed the Netherlands Government of the termination of the aforesaid agreement with Air Rhodesia Corporation as of 9 May 1974. KLM, furthermore, notified the Netherlands Government that it has given unequivocal instructions to all KLM establishments, and in particular those based in the United States, to cease giving any co-operation whatsoever with regard to organized vacation travel to Southern Rhodesia.

"As far as it concerns questions related to ALM Dutch Antillean Airlines, the Netherlands Government will revert to this matter after the results of

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consultations, being held in this respect with the Government of the Netherlands Antilles, are known."

(v) Note dated 30 July 1974 from New Zealand

"The Chargé d'affaires, a.i., is pleased to inform the Secretary-General that, as a result of inquiries made by the New Zealand Government in compliance with the Committee's request, the IATA interline traffic agreement (passenger and cargo) between the New Zealand National Airways Corporation and Air Rhodesia has now been terminated.

"A copy of the United Nations Sanctions (Southern Rhodesia) Regulations 1968 (New Zealand), of which regulation 6 implements paragraph 6 of resolution 253 (1968), is attached."

(vi) Note dated 31 July 1974 from India

"The Permanent Representative of India to the United Nations ... has the honour to state that Indian Airlines and Air India have already withdrawn their concurrence in the IATA interline agreement with Air Rhodesia."

(vii) Note dated 1 August 1974 from Morocco

"The Permanent Mission of the Kingdom of Morocco to the United Nations ... with reference to /the Secretary-General's note/ of 13 May 1974 commenting to the effect that Royal Air Maroc (RAM) is one of several airlines which appear to have signed agreements with Air Rhodesia, has the honour to inform him that, following investigations by the competent authorities, the Moroccan Government has assured it that RAM has not signed any agreement with Air Rhodesia. The list in question refers to a multilateral agreement entitled 'Interservice agreement', concluded on the initiative of the International Air Transport Association (IATA) and designed primarily to ensure the interchangeability of traffic documents between operators. Considering the date of entry into force of that agreement (1947), which was prior to independence, the agreement must have been signed by Air Atlas.

"In view of Morocco's policy of solidarity with and support for the liberation movements in southern Africa, Royal Air Maroc has never concluded any agreement with Air Rhodesia.

"Furthermore, to avoid any misunderstanding, Royal Air Maroc will officially notify IATA of its intention to terminate the interservice agreement in respect of Air Rhodesia."

(viii) Note dated 5 August 1974 from Saudi Arabia

"The Permanent Mission of Saudi Arabia to the United Nations ... has the honour to convey the following explanation as received from the Government of Saudi Arabia:

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"When the Saudi Arabian Airlines 'Saudia' joined IATA in 1967, it became a party to certain multilateral agreements in force at the time, as is the case with several other airlines, and Air Rhodesia seems to have been a party to those agreements.

"However, the Government of Saudi Arabia has officially informed IATA on 18 June 1974 that they have withdrawn from the joint transport agreement with Air Rhodesia and that this decision has been communicated to all 'Saudia' offices at home and abroad, including non-acceptance of Air Rhodesia tickets or shipping documents, and that 'Saudia' tickets will not be transferred to Air Rhodesia.

"It may be mentioned in this respect that since March 1972 there have been no accounts or funds between the two airlines or any other transaction."

(ix) Note dated 22 August 1974 from Italy

"The Permanent Representative of Italy to the United Nations ... with reference to the Secretary-General's note of 20 May 1974, has the honour to inform His Excellency that ALITALIA (the Italian national airline) has decided to withdraw from the agreement that, on a multilateral basis and under IATA sponsorship, it had previously acceded to with Air Rhodesia."

(x) Note dated 26 August 1974 from Kenya

"The Permanent Representative of the Republic of Kenya to the United Nations ... has the honour to inform that the Governments of the Republic of Kenya, the Republic of Uganda and the United Republic of Tanzania have carefully examined allegations that East African Airways Corporation may have had some interline agreements with Air Rhodesia.

"The three Governments have now been assured by the Chairman of the corporation that the Board of East African Airways Corporation has, with effect from 27 May 1974, issued directives to stop forthwith all kinds of dealings with Air Rhodesia and emphasized that the illegal régime's airlines flight coupons or any other travel warrants will not be accepted for travel on East African Airways services.

"The three Governments have, in turn, instructed the Chairman of East African Airways Corporation to exercise utmost vigilance to insure that no co-operation of any kind is extended to Air Rhodesia and that all currently outstanding bookings made on behalf of Southern Rhodesia are cancelled forthwith.

"The Permanent Representative of the Republic of Kenya to the United Nations is forwarding this communication on behalf of the three Governments, partner States in the East African Airways Corporation."

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29. A note dated 29 August 1974 was sent to Canada, reminding that Government that a reply concerning the case was still outstanding and informing it that the Committee, in accordance with the provisions of Security Council resolution 333 (1973), would soon publish the next quarterly list of Governments that failed to respond to its inquiries within the prescribed period of two months.

30. A reply dated 5 September 1974 was received from Madagascar, the substantive part of which reads as follows:

"The Permanent Representative of the Republic of Madagascar to the United Nations ... has the honour to communicate to the Secretary-General the observations of his Government:

"With regard to relations between Air Madagascar and Air Rhodesia, the interline air transport agreement to which the Security Council Sanctions Committee referred is not a bilateral agreement; it is a multilateral agreement concluded through IATA to which approximately 100 airline companies are party and which is concerned principally with the acceptance of transport documents of one company by the others.

"Air Madagascar, in the hope that all the other airline companies will do likewise, has requested the IATA secretariat to cancel all reciprocal arrangements between Air Madagascar and Air Rhodesia laid down in the multilateral transport agreement."

31. Two replies dated 11 September were received from Canada, the substantive parts of which read as follows:

(i) First note

"The Permanent Representative of Canada to the United Nations ... has the honour to refer to the Secretary-General's note of 13 May 1974 concerning airlines which appeared to have entered into IATA passenger and/or cargo agreements, or parts thereof, with Air Rhodesia. Among these airlines, which were listed on page 16 of the International Air Transport Association Interline Agreements Manual, were Transair Limited, Nordair Limited, Canadian Pacific Air and Air Canada.

"The Permanent Representative of Canada is pleased to advise the Secretary-General that, as a result of the Canadian Government's inquiries pursuant to the Secretary-General's note, all Canadian airlines involved, namely, Transair Limited, Nordair Limited, Canadian Pacific Air and Air Canada, have terminated interline ticketing and agency agreements with Air Rhodesia."

(ii) Second note

"The Permanent Representative of Canada to the United Nations ... has the honour to refer to the Secretary-General's notes of 15 May and 29 August 1974 concerning the question of airline agreements between a number

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of airlines and Air Rhodesia. In these notes it was pointed out that the agreements in question are arranged through IATA, which is incorporated by act of the Canadian Parliament and which also administers passenger and cargo agency programs under which agents in Rhodesia have been approved.

"The Permanent Representative of Canada is pleased to advise the Secretary-General that, as a result of the Canadian Government's inquiries pursuant to the Secretary-General's notes, IATA, as of 1 July 1974, has ceased to carry out any function as liaison, contact or medium for conclusion of agreements between member airlines and Air Rhodesia."

32. Replies were also received from Finland, the Ivory Coast, Lebanon, the Netherlands and Italy, the substantive parts of which read as follows:

(i) Note dated 12 September 1974 from Finland

"The Permanent Representative of Finland to the United Nations ... has the honour to inform /the Secretary-General/ of the following:

"As IATA has ceased to carry out the functions assigned to it under the IATA interline agreements with respect to Air Rhodesia, the question of any IATA interline agreements which would link Finnair Oy and Air Rhodesia has thus immaterialized."

(ii) Note dated 18 September 1974 from the Ivory Coast

"The Permanent Mission of the Ivory Coast to the United Nations ... with reference to /the Secretary-General's/ note concerning agreements said to have been concluded by Air-Afrique with Air Rhodesia, has the honour to inform him that on receipt of his note an inquiry was carried out by the Government and that it has been established that up to 7 June 1974, the date on which Air-Afrique terminated it, Air-Afrique was linked commercially with Air Rhodesia by an interline agreement within the framework of the IATA interline agreement.

"Although Air-Afrique was a party to this international arrangement of IATA from its inception, the amount of business done with Air Rhodesia has remained very small.

"Since the termination of the agreement, which took effect on 7 July 1974, Air-Afrique has had no further relations with Air Rhodesia."

(iii) Note dated 16 October 1974 from Lebanon

"The Permanent Mission of Lebanon to the United Nations ... with reference to /the Secretary-General's/ note dated 13 May 1974, has the honour to request him to inform the Security Council Committee established in pursuance of resolution 253 (1968) concerning the question of Southern Rhodesia that Trans-Mediterranean Airways and Middle East Airlines do not fly

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to or from Southern Rhodesia and do not provide connexions with airline companies incorporated in Southern Rhodesia or with aircraft registered in that country.

"The Permanent Mission of Lebanon also has the honour to transmit herewith to the Secretary-General a copy of the note from Middle East Airlines concerning that company's withdrawal in so far as Air Rhodesia is concerned from the IATA intercompany agreement to which it had subscribed."

Enclosure

Letter dated 17 May 1974 from the Interline Manager addressed to all managers and sales managers, all station managers and station representatives and heads of sections of the Middle East Airline

"This is to advise of our withdrawal from the IATA Multilateral Interline Traffic Agreements - Passenger and Cargo, in as far as Rhodesia Corporation is concerned.

"Please cross out the name of Air Rhodesia Corp. from page 1 of the Interline Agreements list covered by our Circular TSD/INT-11728, dated 27 December 1973.

"The G.S.A. Agreement between MEA and Air Rhodesia Corporation, whereby Air Rhodesia acted as our GSAs in Rhodesia, was also cancelled.

"Both cancellations, of the Interline Agreement and GSA, come into effect as of 15 June 1974, after elapse of the 30 days notice period."

(iv) Note dated 7 November 1974 from the Netherlands

"The Permanent Representative of the Kingdom of the Netherlands to the United Nations ... further to his note of 29 July 1974, concerning interline agreements entered into by KLM Royal Dutch Airlines and ALM Dutch Antillean Airlines with Air Rhodesia (Case No. INGO-4), has the honour to inform the Secretary-General that ALM Dutch Antillean Airlines has terminated its interline agreement with Air Rhodesia."

(v) Note dated 5 December 1974 from Italy

"The Permanent Representative of Italy to the United Nations ... with reference to his note of 22 August 1974, has the honour to inform His Excellency that also 'ITAVIA', the Italian Air Company - as previously done by ALITALIA - has decided to withdraw from the agreement that, on a multilateral basis and under IATA sponsorship, it had previously acceded to with Air Rhodesia."

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33. At the Committee's request, following informal consultations, the Chairman sent a letter dated 11 September 1974 to the Director-General of IATA, the substantive text of which reads as follows:

"You will no doubt recall that, at the request of the Security Council Committee established in pursuance of resolution 253 (1968) concerning the question of Southern Rhodesia, the Secretary-General of the United Nations sent to you, in a letter dated 9 May 1974, the text of a statement expressing our concern over the existence of IATA intercompany agreements with Air Rhodesia.

"In return, the Secretary-General transmitted to the Committee your replies dated 30 May and 1 July 1974, in which you explained the circumstances in which the agreements had been concluded and the measures that had just been taken by your Association to end them.

"The Committee, which took note of those measures with satisfaction at the time, is now preparing its annual report to the Security Council and will certainly mention, in connexion with this case, the co-operation of your Association.

"In instructing me to inform you of this decision, the Committee has also asked me to express its appreciation for your effective assistance."

34. At the 221st meeting, the representative of the United Kingdom informed the Committee that the question of the reported existence of interline agreements between Cathay Pacific Airways Limited and Air Rhodesia had been investigated and that Cathay Pacific Airways had cancelled all its interline agreements with Air Rhodesia as from 1 July 1974.

Case No. INGO-5. Ferro-chrome imported into Spain: information obtained from non-governmental sources

1. Confidential information was received from non-governmental sources concerning various transactions of ferro-chrome between Rhodesia and Spain. On instructions from the Chairman, the communication submitting the information was acknowledged; a summary of the information was made for the Committee as follows:

Summary of the information

Cargoes of ferro-chrome of Southern Rhodesian origin are being imported into Spain with documents issued in South Africa by the Chamber of Commerce of Johannesburg. In particular, the Spanish Department of Commerce authorized the following imports:

- (a) 175,930 kilos of ferro-silicon-chrome;
- (b) 141,620 kilos of ferro-silicon-chrome;
- (c) 200,020 kilos of low-carbon ferro-chrome.

The three imports above were authorized on 15 November 1973.

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- (d) 200,000 kilos of low-carbon ferro-chrome, licence No. 4592000;
- (e) 500,000 kilos of ferro-chrome with a maximum of 0.05 per cent carbon.

The two imports above were authorized on 29 March 1974.

In all the above cases the importer was the firm Cometal, S.A., Jose Lazaro Galdiano 4, Madrid 16, and the seller was Handelsgesellschaft in Zurich, A.G., Kreuzstrasse 26- CH-8034, Zurich.

2. At the Committee's request, following informal consultations, the Secretary-General sent notes dated 22 May 1974 to Spain and Switzerland, transmitting the information thus received and requesting comments thereon, as well as copies of any documents that might be given to the investigating authorities.
3. In the absence of replies from Spain and Switzerland, the Committee decided to include those Governments in the quarterly list of Governments that had failed to respond to its inquiries within the prescribed period of two months, which was issued as a press release on 17 September 1974.
4. A reply dated 25 September 1974 was received from Switzerland, the substantive part of which reads as follows:

"The Permanent Observer of Switzerland to the United Nations ... with reference to the Secretary-General's note of 22 May 1974 concerning Case No. INGO-5 ... has the honour to inform him of the following:

"Although imports of chrome into Spain are basically the concern of that State, the Federal authorities have nevertheless carefully examined the case drawn to their attention by the Secretary-General in view of the reference to a Swiss company in connexion with the transactions in question.

"The Handelsgesellschaft in Zürich, AG, acknowledges that the Cometal, SA, company in Madrid is, in fact, one of its clients and asserts that its dealings with it are, in the present instance, restricted to South African products guaranteed as such both by the certificates of origin and by the actual nature of the merchandise."

5. A reminder was sent to Spain on 29 September 1974.

Case No. INGO-6. Tobacco report: Report submitted by the Anti-Apartheids Bewegings Nederland, Amsterdam, the Netherlands

1. By a communication dated 17 May 1974 the Dutch Anti-Apartheid Movement (AABN) submitted to the Committee a report on transactions involving tobacco of Southern Rhodesian origin.
2. At the 205th meeting on 28 August 1974, the Committee decided that a case should be opened on the matter; the economic expert should prepare a summary of

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the report; a note should be sent by the Chairman to the Dutch Anti-Apartheid Movement, expressing the Committee's gratitude to that organization; and an appropriate note should be sent to the Netherlands on the matter.

3. A summary of the report, as prepared by the economic expert is reproduced below:

Summary of the tobacco report

(1) The high degree of organization of the tobacco industry is the reason why the smuggling of Rhodesian tobacco has been able to flourish for so long - undetected but not unsuspected. The Netherlands is massively involved in the Southern Rhodesian tobacco trade. The smugglers have developed considerable sophistication in camouflaging the physical movement of Rhodesian goods, especially with false certificates of origin.

(2) After two years of effective campaigning to support the liberation struggle in southern Africa, with little official response, the AABN presented to the press on 17 May 1974 its tobacco report.

(3) Work on the tobacco issue was initially published in June and July 1973 by the Dutch newspaper Het Vrije Volk, which has consistently devoted coverage to the United Nations sanctions campaign. The newspaper's reports on the Rhodesian tobacco imports into the Netherlands sparked enough public interest to prompt the Dutch Minister of Economic Affairs to state in Parliament that he would inquire into the need for a close check on the origin of the tobacco being traded. The statistics presented in Het Vrije Volk were flawless; the findings staggering: one third of Dutch tobacco imports come from Southern Rhodesia - 6,000 metric tons per year. It is no wonder that the AABN was stunned when the Economic Control Service, the Dutch Government's organ for investigating economic offences, at the beginning of May 1974, reported to the authorities that no trace of tobacco smuggling could be found in the Netherlands and that further investigation would be uncalled for.

(4) During the research carried out by the AABN into the tobacco trade, a number of documents linked Joba Chemicals/Etb. Zephyr Co., Amsterdam, to the importation of large amounts of cigarettes from the Mozambique port of Beira. The company in question had access to vast quantities of cigarettes that were warehoused in Beira from late 1972 until early 1973. It was shown that there were 4.8 million State Express 555 cigarettes in Beira and 1 million of the same brand, as well as supplies of Embassy, Lucky Strike and Life (king-size filter tip), in the free port area of Amsterdam. Furthermore, there were supplies of Peter Stuyvesant, Rothman and Benson and Hedges available from Beira, and prospective clients were requested to sample Gold Leaf, Embassy, Lucky Strike, Benson and Hedges and State Express before sale. Offerings of those cigarettes were made to the following companies:

- (a) Messrs. Calimex, P.O. Box 100631
565 Solingen-1, Federal Republic of Germany

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- (b) Zerss and Co.
Scheeps Hakelaar
Hamburg, Federal Republic of Germany
- (c) Avimar
Antwerp, Belgium
- (d) Brüders Heineman
Hamburg, Federal Republic of Germany

Stocks of the cigarettes were held at the firm Datema Rotterdam. All of the above companies asked for and actually received samples.

- (5) The following additional firm was sent samples of State Express:

UBSD, Private Entrepot
30 Merhemse
2000 Antwerp, Belgium

(6) The Joba cigarette business was highly suspect, and the Zerss firm requested Joba in a letter to give the origin of the cigarettes, especially the Peter Stuyvesant brand, before any serious consideration could be given to the offerings. Joba apparently never replied.

(7) Three Dutch companies, Tobacco Export Import Compagnie-TEIC (a Rothman subsidiary), A.L. van Beek International, B.V., and Oskar Rohte Jishoot, are the basic organizers, according to the documents. These three deal mainly with Salisbury Tobacco Exporters (Saltobex), which is jointly owned by Oskar Rohte Jishoot and TEIC. Documents from these companies show that on 31 March 1974, TEIC received \$R 74,554.50 (f. 383,955.68) in dividends. Texport Holdings and Texport and Tobacco Exporters (Private), Ltd. (with addresses in Malawi), of which 25 per cent and 50 per cent, respectively, are held by TEIC, contributed \$R 11,220 (f. 54,947.61) and Malawi K 6,812 (f. 21,679.19) of the total dividends.

(8) The annual report of TEIC of 1969, called the progress of the Rhodesian connexion satisfactory. Other documents revealed that Saltobex has a current loan account with TEIC amounting to f. 566,105.10.

(9) The international corporate structures of the two companies (A.L. van Beek International, B.V., and TEIC) are vast and complicated. The following list represents the subsidiaries of A.L. van Beek International:

- (a) Balkan Tabakhandelgesellschaft, mbH, Federal Republic of Germany
- (b) A.L. van Beek (Onroerend Goed), N.V.
- (c) Comercial Overbeck Cia., Brazil
- (d) Hobeeka-Lancaster C por A (A), Dominican Republic
- (e) Hofer Tobacco Corporation, United States of America
- (f) Hollandsch Turksche Tabak Mij, N.V., Izmir, Turkey
- (g) Hollandsch Turksche Tabak Mij, N.V., Samsun, Turkey

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- (h) "Holtab" Hollandsche Tabak Mij
- (i) "Holtab" Hollandsche Tabak Mij, N.V., Greece
- (j) F.C. Martfeld and Cia, Ltda. (A), Brazil
- (k) Reneman and Van der Heijden, N.V. (A)
- (l) Rhodesian Tobacco Suppliers (Pty), Ltd., Rhodesia, (RTS)
- (m) Rhodesian Tobacco Packers (Pty), Ltd. (A), Rhodesia
- (n) Tobacco del Caribe (Colombia), Ltda., Colombia
- (o) Tobacco Suppliers, Ltd., Malawi
- (p) Tobacco Suppliers (Zambia), Ltd., Zambia

(10) TEIC is one member of a corporate family numbering around 83 firms, stretching from Jamaica to Fiji.

(11) There is regular briefing between A.L. van Beek Rotterdam and the Hofor Corporation in New York. It was indicated in some documents that A.L. van Beek reports on the quality of produce available at the Rhodesian tobacco auctions and instructs Hofor to use the information as a basis for making offers to American customers.

(12) TEIC organizes its smuggling in a manner similar to that of A.L. van Beek. From Amsterdam there is communication with other Rothman connexions throughout the world. For instance, Verafumos (a Brazilian company) is one extremely important link. Verafumos keeps Saltobex in Rhodesia briefed on the Brazilian situation in weekly reports. Types of tobacco, mainly Virginia flue-cured, from Verafumos and Saltobex correspond closely, and both companies largely supply the same clients.

(13) Minutes of a meeting held on 28 February 1974 at Verafumos, Vera Cruz, Brazil, illustrated the intense degree of international organization of the tobacco trade. Present at that meeting were the top leaders of the industry:

- (a) J. A. Rupert - Executive Director of Rupert International, South Africa
- (b) A. V. Guimaraes - Chief Executive of A. Tabaqueira, Sarl, Portugal
- (c) F. P. Noqueira - Chief Engineer of A. Tabaqueira, Sarl, Portugal
- (d) Mario Soares - Chief Executive, Cia Industrial de Fumos Lopes, Brazil
- (e) F. W. van Zyl - Chief leaf buyer and an Executive Director of Rupert International, South Africa
- (f) P. P. Bing - President, Verafumos, Brazil

At that meeting, Mr. F. A. G. Jansen of Saltobex was also present.

(14) The meeting demonstrated the high degree of vertical and horizontal organization of Rothman International. All persons at the meeting represented firms affiliated with the multinational corporation, and the scope of operations extends all the way from planting to packing, producing and dealing in cigars and cigarettes. Within an organization of this nature, it becomes relatively simple to camouflage Rhodesian smuggling. To trace the path of one bale of tobacco from Rhodesia is almost an impossibility.

(15) Examination of the turnover figures of TEIC would give rise to suspicions. In 1970, the total amounted to f. 10 million. Of this, f. 3 million was from

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Mozambique. A further f. 2 million was from "Virginia Laurens", which could represent Rhodesian trade, since Laurens is a Rothman affiliate in Switzerland, where Rhodesian tobacco is allowed. Thus one half of TEIC imports are from southern Africa, with no specific reference in its internal records to South Africa or Southern Rhodesian tobacco. It is even more difficult to explain these totals when one notes that, according to the FAO export statistics, Mozambique, in 1970, exported only 932 tons of tobacco, but TEIC imported more than twice that amount from Mozambique.

(16) Nevertheless, even more direct evidence of Rhodesian smuggling exists. For example, the following types of communications occur. On 28 March 1974, TEIC received a telex from the Einkaufsorganisation der Oesterreichischen Tabakregie (Austrian State tobacco monopoly), ordering a large quantity - 100 to 200 tons - of South African "X40"-grade tobacco. TEIC confirmed the order and sent the following telex to Saltobex on the same day.

"For Jansen dogs give boxing order x four 0 bunnyballs at a/00 award provisional quantity 100/200 groups subject boxing items definite price require weekly report re purchase basis total boxing-weight total sales price."

Nowhere else in the normal trade does such coding appear. In TEIC communications it is used only to the Rhodesian affiliate. More such codes appear in the report.

(17) The codes were broken by the AABN when it came across an incoming message of the same date that was not in code and had a few features in common with the coded message. The decoded telex is as follows:

"For F. A. G. Jansen (of Salisbury Tobacco Exporters). Austrian State tobacco monopoly given an order for a consignment of X40-grade tobacco, bundled and bale-packed at our normal commission. Quantity required, 100 to 200 tons. Subject to the tobacco price being right, we require it to be shipped in weekly consignments and would like you to advise us on cheapest way to buy."

(18) Besides the coded messages and the very close financial and technical links that exist between TEIC and Saltobex, there also appear in TEIC administration numerous cost-price calculations for tobacco f.o.b. Beira, including railage, all in Rhodesian dollars.

(19) A.L. van Beek's communications with its Rhodesian connexions raised a great many suspicions. For instance, certain documents stated that an overdraft had been made by the Rhodesian Banking Corporation in favour of the A.L. van Beek Rhodesian subsidiary, Cosmos, amounting to \$R 1,030,310.70. This amount has also been reflected in the weekly reports of A.L. van Beek.

(20) Other documentations included a report by Mr. van Meeteren of A.L. van Beek on a trip to the Canary Islands. He stated in that report that he was approached with requests for Southern Rhodesian tobacco, for which there was great demand but little supply.

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(21) The documents showed that a plan for the distribution of 605 tons (valued at f. 2.7 million) of Southern Rhodesian tobacco to six Dutch tobacco companies (van Nelle, van de Bigg, Niemeijer Gruno, Heepink and Reinders and Turmac) and three Danish ones (Tiedeman, Haberg and P and S) was drawn up by A.L. van Beek International for the year 1974-1975.

(22) The major Dutch consumers, Philip Morris and Douwe Egberts, were not included in that plan. These firms have direct links to Rhodesia through TEIC.

(23) According to FAO estimates, Southern Rhodesia produced about 62,000 tons of tobacco in 1972 and exported nearly 3,000 tons in that year. This estimate is remarkable, because all countries in the world - except South Africa, the Portuguese Territories and Switzerland - deny any Rhodesian tobacco imports. Since the above figures do not appear in the statistics of the reporting countries the conclusion is that shipment documents in respect of tobacco are largely falsified. Comparison of the above estimated export figure with the information given by the customs authorities of the Organization for Economic Co-operation and Development (OECD) countries (Australia, Canada, Japan, United States and Western Europe) shows that total export of tobacco reported by Angola, Mozambique and South Africa was 13,180 tons but the total import published by the OECD countries was 38,281 tons. The difference of 25,101 tons probably did not come from the official exporting countries but from Southern Rhodesia.

(24) The Netherlands is by far the biggest southern Africa tobacco importer in the European Economic Community (EEC), for it imports about 17,364 tons out of 34,416, i.e., nearly 50 per cent of the total EEC imports. Furthermore, it is quite remarkable that the Netherlands imports three times as much tobacco from Mozambique as Mozambique exported to the world in 1972; i.e., the reported Mozambique export was 1,940 tons and the reported Netherlands import was 6,833 tons. According to South African statistics, exports to the Netherlands were 2,000 tons in 1971, though the Netherlands had reported imports of about 8,000 tons from South Africa.

(25) Consequently, communications between the Netherlands-based importers and their Rhodesian affiliates traced by the AABN prove that there exists a strong relationship. There is proof enough in the AABN report of the devious tactics employed to cover up current illicit trade. The international tobacco trade has many links, exposed in the report in question which are being used to distribute Rhodesian tobacco on a world-wide scale. From all the available information, the following observations can be made concerning the final destination of the illicit Rhodesian tobacco handled through the various international connexions described above:

(a) There is enough circumstantial evidence to at least justify a thorough investigation of the Austrian tobacco monopoly's dealings with the TEIC;

(b) There is close collaboration between the United States Hofor Corporation and A.L. van Beek on Rhodesian tobacco trading;

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(c) Similarly, there appear to be efforts by TEIC to promote trade in Rhodesian tobacco with the CIET Import en Export Blad N.V. in Antwerp;

(d) Mitsui, of Japan, is involved in receiving Rhodesian tobacco via Rothmans' Verafumos connexion and discussions on commissions between Mitsui and Jansen of Saltobex have taken place.

(26) On the basis of the AABN report, it appears that Security Council resolutions 217 (1965), 253 (1968) and 333 (1973), which prescribe sanctions against Southern Rhodesia, are being heavily violated in the Netherlands. The urgency of halting these violations requires an immediate action by the Netherlands and other Governments involved in the matter.

(27) The concerns mentioned in this report are directly linked to Rhodesian tobacco. There are probably many more which may be blending a quantity of Rhodesian tobacco into their products. Documentation suggests that this may be the case with firms that are supplied mainly by firms in Brazil, Colombia and Paraguay.

4. Also at the 205th meeting the representative of Austria informed the Committee that, since some of the alleged facts in the report referred to the subsidiary of the Austrian tobacco monopoly, Austria Einkaufsorganisation, his Government had immediately taken the matter up with the company concerned and had received a statement from it. The company stated that in 1974 it had not concluded any sales contract for South African tobaccos with the Tobacco-Export-Import Company (TEIC) of Amsterdam. Austria Einkaufsorganisation had merely, in conformity with the common practice in the raw tobacco trade, expressed interest in purchasing up to 200 tons of South African X40-grade tobacco, subject to acceptance of samples and price quotations. In 1973 it had received more than 400 such sample offers. In the case under consideration, samples subsequently submitted showed that the tobacco was not of the required quality and therefore no contract for purchase was signed. The company stated that in order to comply with the recommendations of the Austrian Mission to the United Nations, it would refrain from buying South African tobacco from TEIC until further notice, although TEIC was a renowned tobacco firm with which it had had business relations for over 20 years in connexion with the purchase of raw tobacco from various parts of the world.

Austria Einkaufsorganisation required certificates of origin for all purchases of tobacco from southern Africa and its sales contracts contained the clause that the tobaccos bought must not originate in Southern Rhodesia. It was, however, difficult for the company to find adequate substitutes for Rhodesian tobacco and it would be impossible to exclude offers of supplies from all other African States if quality standards were to be maintained. It would also be unwarranted on general grounds, since in recent years, the company had imported tobacco from a number of independent African States. With regard to the particular supply of tobacco referred to in the report, the Austrian company stated that it had been offered by TEIC as tobacco originating from the Republic of South Africa and that

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TEIC was fully aware that the Austrian company did not buy Southern Rhodesian tobacco. It was regrettable that misleading conclusions had been drawn from an incomplete presentation of information by a group which was not in a position to judge customary trade practices. The Austrian company had in fact suffered a financial loss over recent years owing to its agreement not to buy Rhodesian tobacco.

5. Further to paragraph 2, above, the Secretary-General sent a note dated 1 October 1974 to the Netherlands, the text of which had been adopted by the Committee following informal consultations. The substantive part of the note is reproduced below:

"The Committee has received communication of a report on tobacco prepared by the Dutch Anti-Apartheid Movement, a copy of which is attached.

"The Committee, noting in that report that allegations were made according to which part of the tobacco imported into the Netherlands was of Southern Rhodesian origin, decided to bring the matter to the attention of the Netherlands Government for any action it might deem appropriate to take and for any comment it might wish to make to the Committee. In particular, the Committee expressed concern regarding the allegations contained in the last page of the report that, according to the figures available, the amount of tobacco reported to be imported from Mozambique to the Netherlands was higher than the total amount of tobacco exported from that Territory.

"The Committee indicated also that it would appreciate receiving a reply from His Excellency's Government on the matter at its earliest convenience, if possible within one month."

6. Similarly, the Chairman of the Committee sent a letter dated 12 September 1974 to the Chairman of the Dutch Anti-Apartheid Movement, among other things, expressing the Committee's gratitude for that organization's report.

7. A note dated 4 November 1974 was sent to the Netherlands, reminding that Government that a reply concerning the matter was still outstanding.

Appendix

LIST OF INDIVIDUALS AND NON-GOVERNMENTAL ORGANIZATIONS FROM WHICH
COMMUNICATIONS HAVE BEEN RECEIVED IN 1974

Individuals

Mr. Darcy (USA)

Non-governmental organizations

African Liberation Support Committee (USA)
Afro-Asian Peoples' Solidarity Organization (Egypt)
American Committee on Africa (USA)
Anti-Apartheid Committee (New Zealand)
Anti-Apartheid Movement (Ireland)
Anti-Apartheid Movement (Netherlands)
Anti-Apartheid Movement (United Kingdom)
Center for Social Action of the United Church of Christ (USA)
Episcopal Churchmen for South Africa (USA)
Halt All Racist Tours Movement - HART NEWS (New Zealand)
International Air Transport Association (IATA)
International Confederation of Free Trade Unions (Belgium)
International Conference of Free Trade Unions/World Confederation of Labour
(Belgium)
International Organization of Journalists (Czechoslovakia)
International Shipping Federation, Ltd. (United Kingdom)
Joint Task Force against Rhodesian Imports (USA)
National Board of the YWCA (USA)
United Nations Association of the United States of America (USA)

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Annex VI

NOTES FROM THE SECRETARY-GENERAL AND REPLIES FROM GOVERNMENTS
CONCERNING THE IMPLEMENTATION OF PARAGRAPH 21 OF THE
COMMITTEE'S SECOND SPECIAL REPORT APPROVED BY SECURITY COUNCIL
RESOLUTION 333 (1973)

As indicated in paragraph 111 of the present report, the following are the substantive parts of replies received from Governments in 1974:

AUSTRALIA

The Australian Government wishes to make the following comments on the breakdown of figures concerning the external trade of South Africa, Mozambique and Angola with Australia in respect of certain commodities listed in the attachment to His Excellency's note of 3 August under reference.

South Africa

Asbestos

The United Nations publication, Commodity Trade Statistics 1971 (Australia, Statistical Papers Series D, vol. xxi, Nos. 1-12) shows imports to Australia of this commodity from South Africa in 1971 as being 8,663 metric tons. Assuming that the United Nations Secretariat, in compiling the lists attached to His Excellency's note of 3 August, drew on this source, which is based in respect of Australian trade on information supplied by the Australian Bureau of Census and Statistics, it would appear that the figure 8.7 (in '000 metric tons), appearing in the column "Exports reported by South Africa", should instead have appeared in the column "Imports reported by partner countries", in place of the figure 6.0 (in '000 metric tons). A comparison of a selection of figures for other countries in respect of this and of the other relevant commodities, as well as the consistency of these figures throughout both the United Nations Statistical Papers and the attachment to His Excellency's note of 3 August, appears to support this explanation.

Tobacco

The Australian Government is unable to account for the apparent discrepancy of 8 tons but wishes to point out that the figure is relatively insignificant in comparison with the total trade reported for this item.

Mozambique

Tobacco

The Australian Government wishes to point out that the United Nations publication Commodity Trade Statistics 1971 reveals that, in that year, Australia, in fact imported from Mozambique only 124 tons of tobacco, and not 124,000 tons, as stated in the annex to the note of 3 August.

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As in the foregoing case, investigations have not revealed any explanation for the apparent discrepancy of 124 tons, but the Australian Government considers that this amount is quite small in relation to the total imports of tobacco to Australia of 10,962 metric tons in the financial year 1971/72.

In conclusion, the Australian Government wishes to make the following information available in response to the request contained in paragraph 8 of Security Council resolution 333 (1973) of 22 May.

Australian imports of chrome, asbestos, nickel, pig iron, tobacco, meat and sugar

<u>Source</u>	<u>1972/73</u>	
	<u>000 kg</u>	<u>\$A '000</u>
<u>Chrome ore</u>		
South Africa	586	16
(Imports from Southern Rhodesia 1964/65 8,154,000 kg; value \$A 127,000)		
<u>Ferro-Chrome</u>		
South Africa	5,456	2,190
Sweden	535	139
Japan	1,634	538
Other	<u>20</u>	<u>11</u>
TOTAL	7,645	2,878
(Imports from Southern Rhodesia 1964/65 1,808,000 kg; value \$A 458,000)		
<u>Asbestos</u>		
Austria	1	0.3
Canada	55,038	8,720.8
South Africa	7,809	1,177.2
Swaziland	2	0.4
Britain	0.6	1.8
United States	<u>53</u>	<u>8.9</u>
TOTAL	62,903.6	9,909.4

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<u>Source</u>	<u>1972/73</u>	
	<u>000 kg</u>	<u>\$A '000</u>
(Imports from Southern Rhodesia 1964/65 were 682,000 kg; value \$A 83,000)		
<u>Nickel Matte Etc.</u>		
Canada	928	2,021
(Imports from Southern Rhodesia 1964/65 nil)		
<u>Nickel and Nickel Alloys</u>		
New Zealand	26	14
(Imports from Southern Rhodesia 1964/65 nil)		
<u>Ferro-Nickel</u>		
New Caledonia	1,337	671
(Imports from Southern Rhodesia 1964/65 nil)		
<u>Pig Iron</u>		
(Imports from Southern Rhodesia 1964/65 nil)		
<u>Tobacco, unmanufactured</u>		
Brazil	217	153
China	178	81
Greece	722	1,028
Indonesia	49	67
Korea	587	424
Malawi	656	638

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<u>Source</u>	<u>1972/73</u>	
	<u>000 kg</u>	<u>\$A '000</u>
Mozambique	178	133
Philippines	440	252
South Africa	400	596
Thailand	295	249
Turkey	173	187
United States	6,199	12,789
Zambia	44	42
Other	<u>156</u>	<u>89</u>
	TOTAL	10,295 16,725

(Imports from
 Southern Rhodesia
 1964/65 3,344,000 kg;
 value \$A 2,855,000)

Meat (fresh, chilled or frozen)

New Zealand	71	114
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(Imports from
 Southern Rhodesia
 1964/65 nil)

Sugar

(Imports from
 Southern Rhodesia
 1964/65 nil)

BELGIUM

Difficulties in comparing statistics published by exporting countries and importing countries are not new. The disparities noted may be accounted for by various factors, such as the different periods to which these data refer. Furthermore, Belgium regularly furnishes the United Nations Secretariat with the statistics relating to its foreign trade.

The figures relating to Belgian imports usually refer to trade with the countries of origin. On the other hand, the corresponding figures of the exporting countries refer to the countries of first destination. It frequently happens that this country is merely a broker and that the goods transported are not entered in the name of the final consignee.

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The regulations in force are such as to prohibit all trade with Southern Rhodesia, with the exception of the export for humanitarian purposes of certain products which appear on the list drawn up by the Security Council.

Any false declaration by exporters is punishable by penal sanctions in Belgium.

ISRAEL

Regulations are in existence in Israel which clearly and unequivocally prohibit all imports whatsoever from Southern Rhodesia. Every care is taken to ensure that these regulations are duly complied with, and the competent authorities will also in the future take all necessary steps with this object in view.

In so far as the aforementioned statistical discrepancies are concerned, which, in some instances, show higher export figures, and, in others, show higher import figures, no substantive reason for these discrepancies could be discovered in respect of the figures concerning Israel which appear in the relevant tables, mentioned in the notes under reference.

It would appear that the discrepancies must have been caused by different systems of recording imports and exports, the time lag involved between the date of recording the exportation of a certain cargo (e.g., towards the end of a year) and the date of its arrival at its final destination in the beginning of the next year and other matters of similar technical nature.

NEW ZEALAND

The delay in responding to the Secretary-General's inquiry is regretted. The New Zealand authorities have now provided the following information on the conditions which New Zealand applies to the imports of the commodities mentioned in the Secretary-General's note of 3 August 1973. It is confirmed that these conditions were met in the case of the imports from South Africa and Angola referred to in the trade returns attached to the Secretary-General's note.

Tobacco may be imported from South Africa only when accompanied by the appropriate certificate of origin. In the case of Virginian leaf tobacco, the Central Co-operative Tobacco Company is the sole agency through which the tobacco should be exported, and the certificate of origin must be made by this company. Western Province Co-operative Tobacco Growers Co., Ltd. is the sole agency through which all Turkish leaf tobacco should be exported, and the certificate of origin must be made by this company.

All shipments of tobacco from South Africa, including those delivered from intermediate suppliers, must be accompanied by certificates of origin issued by the appropriate co-operative.

Shipments from Angola may not be delivered unless:

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- (a) The invoice is completely formal in preparation;
- (b) The goods are certified as "wholly the produce of" the country concerned or certified as to manufacture (and satisfactory evidence provided that any possible prohibited materials did not originate in Southern Rhodesia);
- (c) Examination of the goods shows no evidence of Rhodesian origin; and
- (d) There is no other evidence to suggest that the goods may be of Southern Rhodesian origin.

These provisions apply equally to exports of asbestos from South Africa.

As regards the discrepancies noted between statistics of exports from South Africa and Angola and those for New Zealand's imports from these sources, the New Zealand authorities have commented that these are due to the time lag between the dates of export of the goods and of their entry into New Zealand. For example, exports of South African tobacco to New Zealand in 1971 are recorded as nil, but New Zealand's import statistics for the first three months of 1972 show imports of 74 tons. The explanation is that the tobacco in question was exported in 1971 but did not arrive in New Zealand until early 1972. The same explanation would apply to the statistics for Angola tobacco. As regards imports of asbestos from South Africa, New Zealand's figures have been checked for 1971 and are confirmed as 1.3 thousand tons.

Annex VIII

List of Experts

In accordance with the Committee's decision, as indicated in paragraph 93 of the present report, the following is the list of experts and relevant institutions established by the Committee from replies received from Governments:

France

Jean Claude PERTUS

Refrigeration engineer, veterinarian
Expert attached to the Paris Courts
4 avenue de Friedland, Paris 8
Specialist in fresh, chilled or frozen meats
(tariff heading No. 02-01)

Marcel QUIBLIER

President and Director-General of
Société Quiblier Fils
236 rue Merieux, Lyons
Specialist in fresh, chilled or frozen meats
(tariff heading No. 02-01)

Gilbert CAFFIN

Chemical expert working at the
Laboratoire de Centrale Métallurgique,
16 rue Barbette, Paris 3
Specialist in common metals and mineral products
(chapters 73-81 and 26 of the Customs Tariff)

Edmond PARLY

Mining agent working at Etablissements Parly,
10 rue de la Pépinière, Paris 8
Specialist in asbestos
(tariff heading No. 25-24)

New Zealand

H. V. BREWERTON

Chemistry Division (food and agricultural products)

C. A. CHALLIS

Geological Survey (minerals)

M. WHITEHEAD

Institute of Nuclear Sciences
(application of nuclear techniques)

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Thailand

M. L. DEREKRIT SNITWONGSE

Deputy Director-General
Department of Customs
Ministry of Finance

United Kingdom

Agricultural products

The Tropical Products Institute,
56 Grays Inn Road, London, W.C.1

Mineral products

Geo-Chemical Division
The Institute of Geological Sciences,
64 Grays Inn Road, London, W.C.1

Customs Procedures

HM Customs and Excise
Atlantic House
Holborn Viaduct, London, EC1N, 2PP

United States of America

James M. ADAMS

Customs Laboratory,
United States Customs Service
103 South Gay Street
Baltimore, Maryland 21202

Yugoslavia

Asbestos: Ing. Moco SUMBULOVIC

D. Bogdanovića 2a, Belgrade, Yugoslavia, in
co-operation with the Zavod za raziskavo
materijal in Konstrukcij
(Institute for Materials and Construction Research),
Dimiceva 4, Ljubljana, Yugoslavia

Tobacco: Ing. Stanislav MIHAJLOVIC

Expert of the enterprise Centroprom, Belgrade, in
co-operation with the Institut za duvan
(Tobacco Institute),
Zagreb, Yugoslavia

Sugar: Ing. Ljubisa MIHAILOVIC

Dimitrije Tucović Sugar Refinery,
Belgrade, Yugoslavia

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Yugoslavia (cont.)

Maize: Dr. Vlada TRIFUNOVIC

Expert in co-operation with the Institut za kukuruz
(Maize Institute), at Zemun Polje,
Belgrade, Yugoslavia

Meat products: Dr. Velimir OLUSKI.

Expert in co-operation with the Yugoslav Institute
for the Technology of Meat, of which he is
director
