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COMMITTEE ON ARRANGEMENTS FOR CONSULTATION WITH
NON-GOVERNMENTAL ORGANIZATIONS

RESOLUTION OF THE INTERNATIONAL CHAMBER OF COMMERCE ON
"HIGHWAY DEVELOPMENT"

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INTERNATIONAL CHAMBER OF COMMERCE
International Headquarters
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Transport and Communications
LD

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65th MEETING OF THE COUNCIL
(December 3rd, 10 a.m., 3 p.m., and December 4th, 10 a.m.)

DRAFT RESOLUTION
submitted by
THE COMMITTEE ON HIGHWAY TRANSPORT

I

HIGHWAY DEVELOPMENT

The International Chamber of Commerce recognizes that the restoration and expansion of road facilities throughout the world is a need arising out of the war and a prerequisite to increased trade and higher standards of living and production. Businessmen and road users should support or help to form national agencies to encourage governmental policies favorable to road development.

These policies should include (a) a long-term program for an initial skeleton system of primary routes built to all-weather standards under general governmental financing or aid to local units; (b) taxes representing the contribution of road users but the proceeds of which should not exceed the amounts expended on the roads; these taxes should, moreover, be calculated so as not to discourage traffic growth or restrict the use of vehicle types offering maximum economy and convenience; (c) road construction based on factual studies and classification of road systems, with continuity of routes and basic uniformity of standards between contiguous nations and local units; (d) adoption as soon as practicable of a decentralized responsibility in road programs, with certain national controls; (e) recognition that traffic safety is an integral element of the program and requires special activities; (f) as a collateral but vital requirement to maximum development and economic use of international road

/systems

systems there must be provided by international conventions uniform rules of the road and reciprocity in promoting ease and economy of movement across frontiers.

National civic and educational groups should be formed or supported with care taken to see that they are sincerely devoted to the general welfare rather than to special interests. They should seek establishment of governmental road departments, promote public support for road programs, help prepare studies of road needs and fiscal programs, and promote safe road use through schools and other organizations.

(Original)

II.

DEVELOPMENT OF INTERNATIONAL HIGHWAY TRANSPORT OF PASSENGERS AND GOODS

The International Chamber of Commerce requests that, in the interest of transport users, providers of facilities for international road transport of passengers and goods should be enabled to make full use of their potentialities under a system of free competition within the domain of road-rail co-ordination as operated by different countries.

The Committee on Highway Transport (in co-operation with the Committee on Railway Transport, if necessary), should make a special survey regarding authorizations for (1) international regular bus - and truck lines and (2) unscheduled international transport by bus or by truck.

The I.C.C. requests Governments to adopt as basic principles:

- (a) Freedom of choice for transport users, and
- (b) Facilitation of transport of goods and passengers by road across State borders on a reciprocal basis.

(Original)

III.

INTERNATIONAL REGIME FOR COMMERCIAL MOTOR TRANSPORT

The International Chamber of Commerce requests its Committee on Highway Transport, in co-operation with the international organizations concerned, to make investigations regarding the steps necessary to facilitate the international commercial road transport of passengers and goods, and in particular:

1. to tabulate the existing difficulties encountered by international commercial motor transport enterprises in different countries;
2. to prepare a general draft of a model bilateral agreement based on this data;
3. to transmit this draft to the carriers organizations of the different countries and to request the said organizations to state their particular difficulties as regards specific countries for which special provision should be made.

The I.C.C. request Governments, without awaiting the conclusion of bilateral agreements, to extend to commercial motor transport the system of triptychs or customs carnets which has proved its worth in tourism, thus removing a considerable obstacle in the form of customs formalities

/relating

relating to vehicles.

(Translation)

IV.

INTERNATIONAL CONVENTIONS ON ROAD TRAFFIC

A - Road Traffic

The International Chamber of Commerce is of the opinion:

1. That a revision of the two 1926 Conventions on Road Traffic and Motor Traffic is imperative, and that it is necessary to carry on the work begun by the League of Nations and interrupted by the War;
2. That the draft drawn up by the Permanent Committee on Highway Traffic in 1939 can be usefully adopted as a basis and starting point for this work;
3. That the object should be to formulate a text which, although not precisely an international highway code, would nevertheless constitute an important step towards the unification of highway regulations;
4. That this text should combine, in an up to date form, the provisions of the two 1926 Conventions, as originally envisaged by the Committee on Highway Traffic of the League of Nations;
5. That this revision, in addition to achieving uniformity on the technical plane, should, on the administrative plane, meet the urgent demand of those interested in international traffic for the simplification of documents required for international transportation (certificates for motor vehicles and driving licenses) the obtaining of which involves formalities which constitute a hindrance to international trade.

B - Road Signals

The International Chamber of Commerce considers:

1. that unification of road signs is an essential factor in road safety;
2. that the International Convention concerning the unification of road signals (Geneva, 1931) should now be brought up to date;
3. that the revised provisions should achieve a greater measure of unification than the 1931 Convention by providing standard dimensions and colours for all road signs, as the adoption of signs identical in dimensions and colour, to the entire exclusion of all others, represents the only really effective means by which road signs can make their maximum contribution to road safety.

(Translation)

V

REGULATIONS REGARDING CONSTRUCTION AND USE OF VEHICLES

I - Need for Uniformity in Regulations

The International Chamber of Commerce, being convinced that

/uniformity

uniformity in regulations relating to the construction and use of motor vehicles is essential in the interests of international transportation:

1. Decides to appoint a Sub-Committee,
 - (a) to prepare a schedule of minimum standards,
 - (b) to prepare, in the light of wartime experience, a second schedule of standards which should be adopted as minima in say five years time;
2. Agrees to request Governments (when the Schedules have been prepared) to introduce (if necessary) legislation which will ensure that the operation on a principal highway of any vehicle which complies with the standards set out in the first schedule is not rendered illegal solely by reason of the fact that it does not comply with existing regulations relating to the construction and use of motor vehicles;
3. Agrees to request Governments to furnish the International Chamber of Commerce (from time to time) with information regarding technical research affecting regulations relating to the construction and use of motor vehicles.

II - Measures for the transition period

Further, the Chamber, in view of the situation created by the present shortage of transport equipment, requests Governments to facilitate international traffic by making temporary arrangements in the form of bilateral agreements, mainly between contiguous countries, whereby difficulties regarding technical regulations which may arise in connection with the movement of vehicles between the two countries in question, may be removed.

(Original)
