

UNITED NATIONS
ECONOMIC
AND
SOCIAL COUNCIL



GENERAL

E/CN.2/102
28 December 1950

ORIGINAL: ENGLISH

TRANSPORT AND COMMUNICATIONS COMMISSION

Fifth session
Lake Success, New York
19 March 1951

Item 10(a) of the provisional agenda

REGIONAL DEVELOPMENTS IN THE FIELD OF INLAND TRANSPORT

Note by the Secretary-General

Table of Contents

	Page
3 I. INTRODUCTION	3
II. AFRICA	3
Central and Southern Africa Transport Conference	3
III. ASIA AND THE FAR EAST	3
Economic Commission for Asia and the Far East (ECAFE)	3
Ad Hoc Committee of Experts on Inland Transport	4
Recommendation concerning Inland Transport Committee	5
Recommendation concerning the Asian and Far Eastern Railway Association	5
Programme and Priority of Work	6
Travel Questions	6
IV. EUROPE	6
A. Economic Commission for Europe (ECE).	6
Rail Transport	7
Inland Waterways and Seaports	8
Transport of Perishable Foodstuffs	8

/B. International
E/CN.2/102

Table of Contents

	Page
B. International Labour Organisation	8
Conference concerning Social Security and Employment Conditions of Rhine Boatmen	8
V. LATIN AMERICA	9
Economic Commission for Latin America (ECLA).	9
VI. MIDDLE EAST	10
 ANNEXES:	
1. PROPOSED FUNCTIONS OF ECAFE INLAND TRANSPORT COMMITTEE	11
2. ORDER OF PRIORITY SUGGESTED BY THE ECAFE AD HOC COMMITTEE OF EXPERTS ON INLAND TRANSPORT FOR THE WORK OF THE SECRETARIAT IN RESPECT OF RAILWAYS, ROADS AND WATERWAYS, (NO IMPLICATION OF PRIORITY BEING INTENDED AS BETWEEN THE THREE MAJOR CATEGORIES OF PROJECTS)	12
A. Railways	12
B. Roads	12
C. Waterways	13

I. INTRODUCTION

The Transport and Communications Commission at its previous sessions has made recommendations to the Economic and Social Council concerning the handling of problems in the field of inland transport in the various regions of the world and has reviewed regional developments in this field between sessions of the Commission on the basis of reports by the Secretariat. The present paper gives a summary of such developments during the period since the fourth session. As regional activities relating to certain questions, in particular co-ordination of inland transport, road transport, and travel questions, are dealt with in papers on those particular subjects prepared for the fifth session of the Transport and Communications Commission (documents E/CN.2/98, 95, and 103) they are only briefly mentioned in the present paper.

II. AFRICA

Central and Southern Africa Transport Conference

As the Transport and Communications Commission was informed at its fourth session (document E/CN.2/73) the Conference on Central African Transport Problems held at Lisbon in May 1949 agreed to convene a Plenary Conference at Johannesburg in 1950. The Central and Southern Africa Transport Conference accordingly met at Johannesburg from 25 October to 14 November 1950. It was attended by representatives from Belgium, France, Portugal, Southern and Northern Rhodesia, Union of South Africa, United Kingdom, the British East African High Commission, the British High Commission in Southern Africa, Nyasaland, Angola, French Equatorial Africa, Madagascar and Belgian Congo. The United States of America, the International Bank, and the Organization of European Economic Co-operation sent observers.

Further information concerning the Conference will shortly be forwarded to the members of the Transport and Communications Commission.

III. ASIA AND THE FAR EAST

Economic Commission for Asia and the Far East (ECAFE)

As reported to the Transport and Communications Commission at its fourth session (document E/CN.2/72) the ECAFE Meeting of Inland Transport Experts, which took place at Singapore, 5-10 October 1949 had recommended inter alia the establishment of an Inland Transport Committee within the framework of ECAFE.

ECAFE at its fifth session at Singapore, 20-29 October 1949, had, however, deferred the question of establishing such a committee, deciding instead that an Ad Hoc Committee of Experts on Inland Transport be convened in about six months' time (document E/CN.11/227). Pursuant to this resolution the Ad Hoc Committee of Experts met at Bangkok from 24 October to 4 November 1950.

In the interim between the fifth session of ECAFE and the meeting of the Ad Hoc Committee, a working group of experts on the standardization of railway equipment met at Bangkok on 20-22 February 1950 (document E/CN.11/TRANS/7/Annex VI) and was attended by representatives from Laos and Cambodia, the Malayan Union, India, and Thailand. The Working Party noted the almost complete absence of any form of railway standardization between countries in the region apart from Ceylon, India, and Pakistan, and that there was also little standardization in most of the countries of the region. While there were some problems which might be dealt with on a short-term basis most of the problems of standardization were essentially long-term. The Working Party was also of the opinion that it was impracticable in the light of the present position with respect to availability of railway rolling stock and certain economic and trade factors to consider further the pooling of orders for equipment.

Ad Hoc Committee of Experts on Inland Transport. The meeting was attended by representatives of ten ECAFE Member countries (Australia, Burma, France, India, Indonesia, Netherlands, Philippines, Thailand, United Kingdom, and United States of America) and from five Associate Members (Ceylon, Cambodia, Laos, Malaya and North Borneo, and Viet Nam). The Food and Agricultural Organization (FAO), the International Road Federation (IRF), and the Supreme Commander for the Allied Powers (SCAP) sent observers.

The Ad Hoc Committee adopted twenty-four resolutions relating inter alia to intra-regional co-operation, rail, road and water transport, transport statistics, and long-term transport problems including co-ordination of inland transport. Most of these resolutions either contained recommendations to governments or directives to the Secretariat or both. Two resolutions, Nos. 1 and 6 (documents E/CN.11/262, E/CN.11/TRANS/58), concerning the creation of an Inland Transport Committee of the ECAFE and of an Asian and Far Eastern Railway Association respectively, were recommended for adoption by ECAFE. The Report of the Ad Hoc

Committee (E/CN.11/262, E/CN.11/TRANS/58) will be considered by ECAFE at its seventh session in February-March 1951.

Recommendation concerning Inland Transport Committee. The Ad Hoc Committee of Experts proposed that ECAFE establish a committee, to be known as the Inland Transport Committee of the Economic Commission for Asia and the Far East (E/CN.11/TRANS/33). The terms of reference proposed are similar to those of the Inland Transport Committee of the Economic Commission for Europe. Thus the Committee should (a) serve in a consultative and advisory capacity in the field of inland transport, taking no action in respect of any specific country without the agreement of the government of that country, (b) provide a forum for discussion among governments of subjects of common interest in the field of inland transport (c) stimulate the development of inland transport in Asia and the Far East (d) promote agreements between government on long-term inland transport policy in Asia and the Far East. The main functions proposed for the Inland Transport Committee are set out in Annex I of the present paper.

It was recommended that the proposed Committee should be entitled to set up sub-committees, to convene working parties, and to direct the Secretariat to make investigation of factual studies of inland transport problems.

In conclusion the Ad Hoc Committee recommended that the Executive Secretary of ECAFE should convene the first meeting of the Inland Transport Committee in 1951.

Recommendation Concerning the Asian and Far Eastern Railway Association. The Ad Hoc Committee of Experts recommended that the railway administrations of the countries of the region establish an Asian and Far Eastern Railway Association which should function in close liaison with the ECAFE Committee on Inland Transport. The Executive Secretary was requested inter alia to arrange for a Working Group consisting of the railway administrations representative of narrow and other gauges in the region to draft a constitution for the proposed Railway Association with the broad financial obligations thereof; and to function as a preparatory committee to arrange for the calling of a general meeting of railway administrations of the region, provided that in the considered opinion of the Executive Secretary and of the Working Group there is sufficiently widespread support for membership in the Association.

Programme and Priority of Work. The Transport and Communications Commission at its fourth session expressed the opinion "that it would be desirable in view of the magnitude of the problem of development of transport in the ECAFE region for ECAFE to establish an order of priority in approaching the various aspects of this problem." The Executive Secretary of ECAFE urged the Ad Hoc Committee to establish a programme of priorities in view of the many problems in the field and the limited resources to deal with them. The Ad Hoc Committee, noting the statement of the Executive Secretary, proposed, with respect to short-term problems, an order of priorities within each of three fields of inland transport, rail, road, and inland waterway, without implying any priority as between the three fields. The suggested order of priority is shown in Annex II of the present paper.

With respect to long-term transport problems, the Ad Hoc Committee recommended that the proposed Inland Transport Committee be requested to include such problems in the agenda of its first session, so as to establish an order of priority for dealing with them as well as to decide on the best methods for their solution. It was also recommended specifically that the proposed Inland Transport Committee give first consideration to co-ordination of inland transport (see also document E/CN.2/98).

Travel Questions. The activities of ECAFE in the field of travel are discussed in document E/CN.2/103.

IV. EUROPE

A. Economic Commission for Europe (ECE)

Since the fourth session of the Transport and Communications Commission the Inland Transport Committee of the ECE has held its sixth session, in September 1950. (See document E/ECE/TRANS/246). During the same interval its sub-committees and working parties also have held numerous meetings. The activity within the framework of the Inland Transport Committee has been related inter alia to problems concerning rail transport, road transport, transport of perishable foodstuffs, tourism, frontier formalities, transport of dangerous goods, co-ordination of inland transport, and statistical information. Activities of the Inland Transport Committee relating to road transport, frontier formalities, transport of dangerous goods, co-ordination of inland transport, and

/transport

transport statistics respectively are discussed in the following documents prepared for the fifth session of the Transport and Communications Commission: E/CN.2/95, 97, 98, 99, and E/CN.2/111, E/CN.3/115.

Rail Transport. Problems dealt with in the field of railway transport related to the following: international railway organizations, uniform system of accountancy for main line railways, identification, restitution and redistribution of rolling stock, standardization of brakes, automatic coupling, refrigerated transport by rail, safety at level crossings, frontier formalities for passengers at the German frontier, railway tariffs.

The Inland Transport Committee at its sixth session expressed its agreement with the terms of the draft agreement between the European international non-governmental railway organizations (ECE document TRANS/SC.2/48) which had been prepared by the International Union of Railways (UIC) in collaboration with the other organizations concerned, with a view to (a) ensuring the necessary co-ordination and unity of action between the organizations; (b) avoiding duplication; (c) assuring joint representation, in particular with the United Nations. Certain adaptations will be undertaken in the internal structure of the UIC. Thus, for example, adherent organizations other than the UIC shall be represented as such by their managing administrations at the General Assembly and on the Board of Management of the UIC, and with respect to matters concerning them they shall have the right of vote within these bodies. The organizations concerned are:

International Rail Transport Committee (CIT)

International Goods Time-Table Conference

International Union of Railways (UIC)

International Carriage and Van Union (RIC)

International Wagon Union (RIV).

As regards the European Time-Table Conference, the Inland Transport Committee of the ECE considered that the position of this organization presented certain special features, particularly as regards its composition which includes members other than railway administrations. It therefore requested the UIC and the European Time-Table Conference to take account of that situation in adjusting their mutual relations (document E/ECE/TRANS/242).

/With regard

With regard to the question of the relationship between European inter-governmental railway organizations the Sub-Committee on Transport by Rail adopted a resolution stating that it considered it inadvisable to take any action until a decision had been made as to the future of the ECE (document E/ECE/TRANS/211; E/ECE/TRANS/SC.2/48).

The Ad Hoc Working Party on the Revision of the Berne Convention mentioned in the previous report to the Transport and Communications Commission (document E/CN.2/72/Add.1) has been superseded by two working parties to study two specific aspects of the revision of the Berne Conventions, namely tariff and currency problems. Each working party has held one session (documents E/ECE/TRANS/SC.2/66; E/ECE/TRANS/SC.2/64).

The group of experts which had been set up in 1949 to study a uniform system of accountancy for main line railways continued its work, holding its third session in April 1950 (document E/ECE/TRANS/SC.2/64), its fourth session in October 1950 (document E/ECE/TRANS/SC.2/73).

Inland Waterways and Seaports. The Inland Transport Committee did not deal with specific problems in this field, with the exception of the question of transport of dangerous goods by inland waterway, discussed at the sixth session of the Inland Transport Committee and referred to in document E/CN.2/97, prepared for the fifth session of the Transport and Communications Commission.

Transport of Perishable Foodstuffs. The Working Party on the Transport of Perishable Foodstuffs and its sub-groups have devoted special attention to the questions of refrigerated rail transport and transport of perishable foodstuffs by road. On the recommendation of the Working Party two meetings of representatives of railway administrations were held at Copenhagen 19-22 April 1950 and at Innsbruck 15-17 June 1950 respectively, to consider the organization and operation of refrigerated transport by road.

B. International Labour Organisation (ILO)

Conference Concerning Social Security and Employment Conditions of Rhine Boatmen. At a conference held in Paris from 24 to 27 July 1950 under the auspices of the International Labour Organisation, representatives of seven Governments gave final approval to two agreements establishing minimum employment conditions and social security provisions for boatmen on the Rhine.*

* Fourth Report of the International Labour Organisation to the United Nations.
/The Social

The social security agreement covers sickness, maternity, death, invalidity, old age, employment injury, unemployment and family allowance. It states that each contracting party shall treat Rhine boatmen from other countries as its own nationals.

The agreement on working conditions covers manning of boats, rest periods, overtime, holidays, and special allowances.

An administrative centre for social security of Rhine boatmen will be set up with representatives of workers, employers and Governments.

The agreement on the Social Security of Rhine boatmen has been signed by Belgium, France, the German Federal Republic, the Netherlands, and Switzerland.

The agreement concerning conditions of employment has been signed by Belgium, France, the German Federal Republic, and the Netherlands.

V. LATIN AMERICA

Economic Commission for Latin America (ECLA)

There have been almost no developments in this field within the framework of ECLA since the fourth session of the Transport and Communications Commission.

As the Commission was previously informed (document E/CN.2/72), ECLA had adopted at its second session in Havana, June 1949, a resolution (document E/CN.12/AC.4/W.10) requesting the Executive Secretary to secure the services of economic and technical experts in the field of transport for the purpose of undertaking, with the co-operation of the Governments, the Specialized Agencies and other international organizations, a study of transport problems in Latin America. The Executive Secretary of ECLA, however, reported to the third session in June 1950 (document E/CN.12/170) that thus far, despite continued search and negotiations with other agencies, he had not been able to secure the services of qualified experts to carry out these studies on the scale envisaged by the resolution. He indicated furthermore that a comprehensive study such as contemplated by the resolution would also require funds that were beyond the resources of the Commission. The Secretariat had, nevertheless, upon the request of the Ecuadorean Government, made a limited study of the problems of railway and highway transport in that country. This report however would not be an ECLA document, as it was intended for the exclusive use of the Ecuadorean Government.

ECLA at its third session adopted a resolution (document E/CN.12/192) expressing its approval of a suggestion of the Executive Secretary that because of their technical nature, problems of inland transport should be dealt with through combined technical-economic surveys made under the Technical Assistance Programme.

VI. MIDDLE EAST

The recommendation of the Transport and Communications Commission at its second session that if and when an Economic Commission for the Middle East is established it should be requested to convene an early meeting of inland transport experts of the countries represented in the Economic Commission for the Middle East has not yet been considered by the Economic and Social Council. As indicated in document E/CN.2/74/Add.1 submitted to the Commission at its fourth session, this question along with the establishment of an Economic Commission for the Middle East was deferred by the Council at its tenth session February-March 1950 until 1951 when "the review of the position of regional economic commissions is due to take place" (document E/1596; and Economic and Social Council Official Records, 345th Meeting).

The Commission was informed at its fourth session (document E/CN.2/74) of the programme of work projects for war refugees, some of which related to the improvement of transport facilities. Some delay has occurred in the implementation of the programme outlined in these reports. However, sixty-eight kilometres of roads are under construction in Jordan, 90 in Syria, and 35 in Lebanon.

ANNEX 1

PROPOSED FUNCTIONS OF ECAFE INLAND TRANSPORT COMMITTEE

- (a) To undertake the study of problems in the field of transport in Asia and the Far East and to formulate the results of these studies as concrete proposals,
- (b) To stimulate research on inland transport development in the regions by national or other appropriate authorities,
- (c) To collect, and promote the standardization of, statistics in the field of inland transport and to disseminate these and other information among governments in consultation with the statistical office of the United Nations,
- (d) To give the ECAFE such advice as it may require in the field of inland transport and to carry out such tasks as the ECAFE may assign to it,
- (e) To advise governments at their request on matters of intra-regional transport,
- (f) To study the co-ordination of the different forms of inland transport and to make recommendations for the promotion of action in this matter where desirable,
- (g) To advise, if requested by the governments concerned, on the revision of existing conventions in the field of international transport and on the conclusion of new conventions in that field,
- (h) To receive and collect information regarding transport requirements, and to assist in the realization of such requirements if so requested by the governments concerned,
- (i) To make recommendations on the creation of intra-regional inland transport bodies in Asia and the Far East,
- (j) To consider the possibility of co-ordinated action under the United Nations Technical Assistance Programme in the field of inland transport in order that maximum benefit to the region be derived.

ANNEX 2

Order of priority suggested by the ECAFE Ad Hoc Committee of Experts on Inland Transport for the work of the Secretariat in respect of railways, roads and waterways, (no implication of priority being intended as between the three major categories of projects).

A. Railways:

1. A further joint study with the FAO on the economic use of firewood;
2. A joint study with the ILO on the improvement of the productivity of labour and the training of technical personnel including diesel mechanics.
3. Collection of information and preliminary studies on:
 - (i) best methods of use of low-grade coal in steam locomotives;
 - (ii) improved operation of single line sections of railways by adaption of centralized traffic control, automatic signalling etc.
 - (iii) improved workshop practices and organization giving special attention to the layout of shops for maintenance of diesel locomotives;
 - (iv) the most suitable type of diesel locomotives for adoption in the region;
 - (v) the use of modern telecommunications systems;
 - (vi) improved operation of terminals by better methods of supervision and design;
 - (vii) the best technique of burning fuel oil in steam locomotives.

B. Roads:

1. Preliminary work in connexion with the convening of the proposed working party on the improvement of vehicle maintenance and repair standards and training mechanics;
2. Preliminary work in connexion with the convening of the proposed Ad Hoc Expert Working Party on the improvement of existing practices in traffic control systems;
3. Preliminary study based on information to be collected from governments in regard to existing technical classification of all-weather roads for submission to the Inland Transport Committee;

/4. Preliminary

4. Preliminary work in connexion with the proposed surveys by governments on the availability of mechanical road construction equipment and technical manpower resources;
5. Surveys of methods of maintaining road registers as adopted by certain countries for information of other countries;
6. Collection of information of latest practices in the systems of highway accounting and control.

C. Waterways:

1. Investigation of the possibility of a pilot project covering design and operation under the auspices of the United Nations Expanded Technical Assistance Programme;
2. Discussion with governments and the United Nations Technical Assistance Administration regarding the possibility of arranging for a team of experts from countries in the region to study the technological advance in inland water transport abroad;
3. Study of the use of pusher craft in Indonesia and of towing methods in the Associated States of Indochina, and in Thailand.
