



UNITED NATIONS

# **TRANSPORT AND COMMUNICATIONS COMMISSION**

## **REPORT OF THE SIXTH SESSION**

(2-11 FEBRUARY 1953)

**ECONOMIC AND SOCIAL COUNCIL**

**OFFICIAL RECORDS**

**FIFTEENTH SESSION**

**SUPPLEMENT No. 4**

**NEW YORK**

# TABLE OF CONTENTS

	<i>Paragraphs</i>	<i>Page</i>
I. INTRODUCTION .....	1- 9	1
II. COMMUNICATIONS BY THE SECRETARIAT .....	10	2
(a) Regional developments in the field of inland transport .....	11-13	2
(b) Co-ordination of inland transport .....	14-15	2
(c) Travel questions .....	16	3
(d) Barriers to the international transport of goods .....	17-20	3
(e) Unification of maritime tonnage measurement .....	21	3
(f) Pollution of sea water .....	22-23	3
(g) Situation with respect to ratification of the Convention on the Inter-Governmental Maritime Consultative Organization (IMCO) .....	24-26	4
(h) Entry into force of the Convention on Road Traffic and situation with respect to ratifications thereto .....	27-28	4'
(i) Implementation of the decisions of the Atlantic City Telecommunication Conferences of 1947 .....	29-32	4
(j) Co-ordination of activities of the specialized agencies in the field of transport and communications .....	33	5
(k) Information on technical assistance activities in the field of transport and communications .....	34	5
(l) Transport statistics .....	35	5
(m) Road accident statistics .....	35	5
(n) Trusteeship questionnaire .....	36-37	5
(o) United Nations priority programmes and concentration of effort and resources .....	34-41	5
III. UNIFORM SYSTEM OF ROAD SIGNS AND SIGNALS: FINAL REPORT OF THE GROUP OF EXPERTS .....	42-44	6
IV. LICENSING OF MOTOR VEHICLE DRIVERS: REPORT OF THE COMMITTEE OF EXPERTS ...	45-49	7
V. OTHER PROBLEMS IN THE FIELD OF INTERNATIONAL ROAD TRANSPORT .....	50	8
VI. CUSTOMS FORMALITIES FOR THE TEMPORARY IMPORTATION OF PRIVATE VEHICLES AND FOR TOURISM .....	51-56	9
VII. PASSPORTS AND FRONTIER FORMALITIES .....	57-59	10
VIII. TRANSPORT OF DANGEROUS GOODS .....	60-63	10
IX. DISCRIMINATION IN TRANSPORT INSURANCE .....	64-65	11
X. APPLICATION OF CERTAIN NON-GOVERNMENTAL ORGANIZATIONS FOR CONSULTATIVE STATUS .....	66-67	11
XI. DRAFT RESOLUTIONS RECOMMENDED FOR ADOPTION BY THE ECONOMIC AND SOCIAL COUNCIL .....	68	12

## ANNEXES

	<i>Page</i>
1. Agenda of the sixth session of the Transport and Communications Commission .....	16
2. Financial implications of decisions taken during the sixth session of the Transport and Communications Commission:	
(a) Customs formalities for the temporary importation of private vehicles and for tourism .....	16
(b) Transport of dangerous goods .....	16

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19 February 1953



UNITED NATIONS

ECONOMIC AND SOCIAL COUNCIL

OFFICIAL RECORDS

FIFTEENTH SESSION

SUPPLEMENT No. 4

TRANSPORT AND COMMUNICATIONS COMMISSION

Report of the Commission (sixth session) to the Economic and Social Council.

New York, 2-11 February 1953

I. Introduction

1. The sixth session of the Transport and Communications Commission opened at 3 p.m. on Monday, 2 February 1953, at United Nations Headquarters in New York. The following members of the Commission attended:

*Netherlands*: Mr. Willem L. de Vries, *Chairman*.

*United Kingdom*: Brig.-Gen. Sir H. Osborne Mance, *Vice-Chairman*.

*Brazil*: Mr. C. C. Rodrigues (Observer).

*Byelorussian SSR*: Mr. A. E. Gurinovich.

*China*: Mr. C. Y. Hsiao.

*Colombia*: Mr. Gustavo E. Gaviria.

*Egypt*: Mr. Ibrahim Ezzat (Alternate).

*France*: Mr. J. Goursat.

*India*: Mr. A. S. Lall.

*Netherlands*: Mr. Willem L. de Vries.

*Norway*: Mr. Erling Foien.

*Pakistan*: Mr. Viqar A. Hamdani (Alternate).

*Paraguay*: Mr. Hugo Seifart.

*Poland*: Mr. E. Kulaga.

*Union of Soviet Socialist Republics*: Mr. I. G. Suyazov.<sup>1</sup>

*United Kingdom of Great Britain and Northern Ireland*: Brig.-Gen. Sir H. Osborne Mance.

*United States of America*: Mr. George P. Baker.

*Absent members*

*Brazil*: Mr. Araujo Lima.

*Egypt*: Mr. Mahmoud Farid.

*Pakistan*: Mr. Masarrat Husain Zuberi.

*Alternates*

*India*: Mr. P. K. Banerjee.

*United Kingdom*: Mr. R. S. F. Edwards.

*Union of Soviet Socialist Republics*: Mr. N. A. Obratzsov.

*Advisers*

Mr. Henry H. Kelly, Mr. Herbert Ashton, Mr. Edmund H. Kellogg, Captain Robert T. Merrill, USCG (Ret.) and Mr. Jerome Sachs (*United States of America*).

2. The following representatives of specialized agencies were present at the session:

*International Labour Organisation*: Dr. R. A. Métall, Mr. P. Mahdavi.

*United Nations Educational, Scientific and Cultural Organization*: Mr. Solomon V. Arnaldo, Mr. Gerald Carnes.

*International Civil Aviation Organization*: Mr. F. Entwistle, Mr. John Hutchison, Mr. R. J. Moulton.

*International Bank for Reconstruction and Development*: Mr. Torgeir Finsaas.

*International Monetary Fund*: Mr. John B. Wright.

*World Health Organization*: Mrs. Sylvia Meagher.

*World Meteorological Organization*: Mr. Paul H. Kutschenreuter.

3. The following representatives from non-governmental organizations were also present at the session:

CATEGORY A

*International Chamber of Commerce*: Mr. John T. Byrne, Mr. Eugene S. Gregg, Mrs. Roberta S. Lusardi, Mr. Walter C. Rundle, Mr. Maurice J. Smits.

*World Federation of Trade Unions*: Miss Elinor Kahn.

CATEGORY B AND REGISTER

*Inter-American Council of Commerce and Production*: Mr. Earl F. Cruickshank.

*International Air Transport Association*: Mr. H. Gibbons, Mr. John Gilham.

*International Association of Penal Law and International Bureau for the Unification of Penal Law*: Dr. Sabin Manuila, Mr. Alexander Bunesu.

*International Federation of Women Lawyers*: Mrs. Viola Smith.

*International Road Federation*: Mr. Robert O. Swain, Mr. Francis E. Twiss.

*International Touring Alliance, International Automobile Federation, Inter-American Federation of Automobile Clubs*: Mr. J. S. Gavigan.

<sup>1</sup> Mr. Suyazov was present only on the last day of the session. Mr. N. A. Obratzsov acted as his alternate throughout the session.

4. The Commission elected as its Chairman Mr. Willem L. de Vries (Netherlands) and elected as its Vice-Chairman Brig.-Gen. Sir H. Osborne Mance (United Kingdom).

5. The Secretariat consisted of: Mr. B. Lukač (Secretary of the Commission), Director, Transport and Communications Division; Mr. M. H. Higgins, Deputy Director, Transport and Communications Division; Mrs. Helen Moats Eek, Chief, Inland Transport Section; Mr. Louis Delanney, Chief, Aviation, Shipping and Communications Section.

6. The Commission, by a vote of 10 to 4, decided that it would be out of order for the Commission to consider a proposal by the member from the USSR, supported by the members from the Byelorussian SSR and Poland that the member of the Commission from the Government of the Republic of China should be excluded and a representative of the Central People's Government of the People's Republic of China be invited to sit as the member of the Commission for China.

7. The representatives of the Byelorussian SSR and Poland supported the proposal of the representative of the USSR "to exclude the representative of the Kuomintang group from membership in the Transport and Communications Commission, and to invite a representative of the People's Republic of China, appointed by the Central People's Government of China, to participate in the work of the sixth session of the Transport and Communications Commission". After the vote, the representatives of the USSR and of the Byelorussian SSR declared that the decision adopted by the majority of the Commission was illegal.

8. The provisional agenda was adopted by the Commission.

9. After having considered the items on the agenda, the Commission adopted the present report by a vote of 11 in favour, none against and 3 abstentions and concluded its sixth session on 11 February 1953.

## II. Communications by the Secretariat

### (Agenda item 11)

10. The Commission was informed by the Secretariat of developments which had occurred since the fifth session on a number of matters previously considered by the Commission.

#### (a) REGIONAL DEVELOPMENTS IN THE FIELD OF INLAND TRANSPORT

11. The Commission took note of a report by the Secretary-General concerning developments in the field of inland transport (E/CN.2/121 and Corr.1 and E/CN.2/121/Add.1) which had occurred in the regions of Asia and the Far East, Europe, and Latin America since the fifth session of the Commission. The question of convening a meeting of inland transport experts in the Middle East by an economic commission for that region, when established, proposed by the Commission at its second session, which had previously been deferred by the Economic and Social Council, had been further postponed at the Council's thirteenth session.

12. The Commission noted the activities in this field of the three United Nations regional economic commissions: The Inland Transport Committee, whose

establishment within the Economic Commission for Asia and the Far East had previously been noted by the Commission with satisfaction, had held its first two sessions from 17 to 22 December 1951, and from 19 to 21 January 1953. A Highway Sub-Committee, an Inland Waterway Sub-Committee, and a Railway Sub-Committee had been established and had met. Emphasis had been placed on projects, usually to be undertaken in conjunction with the United Nations Technical Assistance Administration or specialized agencies, for providing training facilities for professional and technical personnel in the transport field. The Economic Commission for Europe, through its Inland Transport Committee, had continued its numerous activities in this field relative to such matters as co-ordination of inland transport, integration of European railway systems, development and improvement of international road transport, transport of dangerous goods, and simplification of frontier formalities. The Economic Commission for Latin America had undertaken the study of a number of transport problems on an *ad hoc* basis, among them the study of the problem of development and integration of the transport systems of the six Central-American countries, a technical mission having been sent to that area by ECLA in collaboration with TAA.

13. Note was also taken of the revision of the International Conventions Concerning the Transport of Passengers (C.I.V.) and Goods (C.I.M.) by Rail at the Conference held for this purpose at Berne, Switzerland, from 15 to 25 October 1952.

#### (b) CO-ORDINATION OF INLAND TRANSPORT

14. The Commission noted the Secretary-General's report on the co-ordination of inland transport (E/CN.2/122 and Add.1), summarizing international activities in this field since the fifth session and some recent national developments. The activities of two organizations of a world-wide character, the International Labour Organisation and the International Chamber of Commerce (ICC) were noted, as were those of two United Nations regional economic commissions, namely ECE and ECAFE. The views of ICC were also presented orally to the Commission by a representative of that body.

15. The Commission, at its previous session, had adopted a resolution in which it had stated the opinion that the problem of the co-ordination of inland transport in its international aspects was a subject to be dealt with primarily on a regional basis, wherever adequate machinery exists; that there might however be regions where such adequate machinery did not exist and that there might also be general aspects which could be dealt with by the Transport and Communications Commission, and for this reason the Commission should continue to follow developments in the various regions and countries. The Secretary-General had been requested to make available to all the regional bodies concerned the results of the studies of the problem of co-ordination of inland transport undertaken by any regional bodies or initiated by the Commission, and to keep the Commission informed of developments in this field which might require the Commission's attention. The majority of the Commission at its present session reiterated its view that the co-ordination of inland transport was an important problem, the international

aspects of which were primarily regional in character. After some discussion, during which it was noted that the Economic and Social Council in its resolution 298 H (XI) had requested the Secretary-General to continue to examine this problem, the Commission decided that the Secretary-General should continue to make reports to it on developments in this field.

#### (c) TRAVEL QUESTIONS

16. The Commission reviewed international developments in the field of travel in 1951 and 1952 on the basis of a report by the Secretary-General (E/CN.2/123 and Add.1), summarizing the activities of a number of international bodies in this field. Organizations which were active on the world-wide level in the promotion and facilitation of international travel were: the International Civil Aviation Organization, the United Nations Educational, Scientific and Cultural Organization, the World Health Organization, the International Air Transport Association, the International Union of Official Travel Organizations. The activities of the following regional bodies were also noted: the Economic Commission for Asia and the Far East, the Economic Commission for Europe, the Caribbean Tourist Association, the Pacific Interim Travel Association.

#### (d) BARRIERS TO THE INTERNATIONAL TRANSPORT OF GOODS

17. The question of barriers to the international transport of goods had been brought to the attention of the Commission at its second session at the request of the International Chamber of Commerce. On the recommendation of the Commission at its fourth session, the Council had referred the matter to the Interim Commission of the International Trade Organization, which had brought it to the attention of GATT.

18. On the basis of the Secretary-General's report on barriers to the international transport of goods (E/CN.2/129) the Commission noted with satisfaction the adoption by the Contracting Parties to the General Agreement on Tariffs and Trade (GATT), at their seventh session in Geneva from 2 October to 10 November 1952, of two codes of standard practices, one relative to documentary requirements for the importation of goods, and the other to consular formalities. The governments were asked to report on the steps taken to bring their own practices into conformity with the two codes of standard practices.

19. The Commission decided that the question could be removed from its agenda in view of the action taken by GATT with respect to the two aspects of particular concern to the Commission.

20. In connexion with this item, the Commission at the same time noted action taken on the European regional basis through the adoption at Geneva on 10 January 1952 of the International Convention to facilitate the Crossing of Frontiers for Goods Carried by Rail, prepared by ECE.

#### (e) UNIFICATION OF MARITIME TONNAGE MEASUREMENT

21. The Commission noted the report by the Secretary-General (E/CN.2/141) reviewing developments with respect to the unification of maritime tonnage measurement since the fifth session of the Commission.

Only Iceland, Norway and the Netherlands had ratified the Oslo Convention, as reported to the fifth session of the Commission. A meeting of tonnage experts, held at The Hague from 4 to 14 June 1952, had been attended by Denmark, Finland, France, the Netherlands, Norway and Sweden, while in addition, the United Kingdom of Great Britain and Northern Ireland, the United States of America, the Federal German Republic and Japan had been represented by observers. Meanwhile, the rules of maritime tonnage measurement were under study by professional bodies in various countries. The Commission had no recommendation to suggest with respect to this problem, in view of the decision that it would be for IMCO, when it has started its activities, to deal with this matter.

#### (f) POLLUTION OF SEA WATER

22. The Commission noted the Secretary-General's report on the pollution of sea water (E/CN.2/134 and Corr.1 and Add.1 and 2). This problem had been considered at the fourth and fifth sessions. At the latter the Commission had noted that some governments had undertaken studies on the subject and had recommended to the Economic and Social Council that other governments possessing the technical facilities be invited to undertake similar studies and communicate the results to the Secretary-General, who should transmit them to the Inter-governmental Maritime Consultative Organization (IMCO) if it had started functioning by the middle of 1952, and, if not, should convene a meeting of competent experts, appointed by governments, to take place during the second part of 1952. The Council had then adopted resolution 379 F (XIII), accepting the Commission's recommendation with respect to inviting governments to undertake studies and communicate the results to the Secretary-General, but had instructed the Secretary-General to transmit the results to the Inter-governmental Maritime Consultative Organization when it started functioning. The Secretary-General had transmitted the Council's resolution to governments and had received the results of studies from a few governments and information from a number of others concerning action being taken by them on this problem.

23. At the present session some members of the Commission pointed out that the subject was a very important one and that it was desirable that a co-ordinated report on the studies being undertaken in the various countries be available to IMCO when it starts its activities. Certain other members were of the opinion that the responsibility for keeping territorial waters free from pollution falls entirely upon the governments concerned, and that decisions of the Commission on this subject should not involve expenditure from the United Nations budget, and they accordingly proposed the deletion of sub-paragraph (ii) of the draft resolution. It was decided, however, by a vote of 9 to none, with 5 abstentions, to adopt the following resolution:

#### *"Resolution 1*

#### *"POLLUTION OF SEA WATER*

*"The Transport and Communications Commission,*

*"Considering that a number of Members of the United Nations regard the problem of pollution of sea water to be an important one, and*

"Considering that some Members have informed the Secretary-General that they will submit certain studies with regard to the technical aspects of this problem within the near future, while some others have already communicated the results of studies they have completed,

"*Recommends* to the Economic and Social Council that the Secretary-General be authorized to request those governments of Member States interested in the matter to make available to him experts in this field, at the expense of those governments, with a view to correlating the studies and other communications submitted by interested governments, and drawing such conclusions as may be appropriate, for transmittal to IMCO when that organization has started its activities, provided:

- "(i) That at least three governments would be prepared to follow this course; and
- "(ii) That the Secretary-General be authorized, if he finds that this expense can be covered under present budgetary appropriations, to cover some or all of the expense involved out of the regular budget of the United Nations."

(g) SITUATION WITH RESPECT TO RATIFICATION OF THE CONVENTION ON THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION (IMCO)

24. The Commission, having considered the Secretary-General's report on the situation with respect to ratification of the Convention on IMCO (E/CN.2/128 and Corr.1), noted that eleven countries had ratified the Convention, six of them being countries with more than a million gross tons of shipping, whereas out of twenty-one ratifications required to bring the Convention into force, seven of the countries ratifying must possess over a million gross tons of shipping. It was further noted that the Secretary-General had sent an inquiry to governments which have not so far ratified the Convention, concerning the steps they had taken to do so, and had received from a number of countries the information that they had the matter under consideration. Meanwhile a number of questions had been referred to IMCO by other organizations.

25. Some members informed the Commission that their governments had the matter of ratification under active consideration.

26. The Commission decided, by a vote of 10 to none, with 4 abstentions, to adopt the following resolution:

*"Resolution 2*

"SITUATION WITH RESPECT TO RATIFICATION OF THE CONVENTION ON THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

*"The Transport and Communications Commission,*

*"Recalling* the resolutions taken at its third, fourth and fifth sessions on the desirability of the early establishment of IMCO, and

*"In view* of the entry into force in November 1952 of the International Convention on Safety of Life at Sea (London 1948), which assigns important duties to IMCO, together with the continuing accumulation of other important and urgent problems in the maritime

field, the handling of which awaits the bringing into being of IMCO,

"1. *Notes* with satisfaction:

"(a) The action that the Secretary-General has taken to inquire of governments of Member States which have not yet ratified the Convention on the Inter-governmental Maritime Consultative Organization concerning steps taken by them to do so;

"(b) The deposit, since the Commission's last meeting, of acceptances by five further governments;

"(c) The information that certain other governments are taking the necessary steps to ratify and deposit acceptances; but, nevertheless,

"2. *Considers* that further action to hasten the bringing into being of IMCO is desirable; and, therefore,

"3. *Recommends* to the Economic and Social Council:

"(a) That the Secretary-General be instructed to pursue, with those governments that have not yet replied to his previous communication, the inquiry concerning their steps to ratify the Convention on the Inter-governmental Maritime Consultative Organization, and to continue his efforts to secure the entry into force of the Convention;

"(b) That those countries which have accepted the Convention be invited to consider what measures might be taken with a view to hastening the bringing into being of the Organization."

(h) ENTRY INTO FORCE OF THE CONVENTION ON ROAD TRAFFIC AND SITUATION WITH RESPECT TO RATIFICATIONS THERETO

27. The Commission noted that, as reported in document E/CN.2/138, the Convention on Road Traffic had come into force on 26 March 1952. The following countries had ratified or acceded to the Convention: Cuba, Czechoslovakia, France, Greece, Italy, Luxembourg, Monaco, Netherlands, Philippines, Sweden, Union of South Africa, and United States of America.

28. The members of the Commission for Norway and the United Kingdom informed the Commission that their Governments had taken steps toward ratification of the Convention. The members for Pakistan and China stated that their Governments were considering the ratification of the Convention in the near future.

(i) IMPLEMENTATION OF THE DECISIONS OF THE ATLANTIC CITY TELECOMMUNICATION CONFERENCES OF 1947

29. The Commission took note of the Secretary-General's report on the implementation of the decisions of the Atlantic City Telecommunication Conferences of 1947 (E/CN.2/130 and Corr.1 and E/CN.2/130/Add.1). The Commission at its fourth session had submitted a draft resolution to the Economic and Social Council which it had adopted as resolution 298 J (XI), directing the Secretary-General to bring to the attention of all Members of the United Nations the view of the Council that it was very important for the Extraordinary Administrative Radio Conference (EARC), which had been convened to approve the international list of frequencies, to reach a successful conclusion. At the fifth session of the Commission a majority of its members had reiterated their support for the resolution which had been recommended at the fourth session.

30. The Commission was informed that the EARC had met in Geneva from 16 August to 3 December 1951 and had concluded an "Agreement for the preparation and adoption of the new international frequency list for the various services in the bands between 14 kc/s and 27,500 kc/s with a view to bringing into force the Atlantic City table of frequency allocations". Several administrations had requested that the question of the results of the EARC should be placed on the agenda of the International Plenipotentiary Telecommunication Conference, which opened in Buenos Aires on 2 October 1952. The latter Conference had adopted a resolution in which it resolved, *inter alia*, "that any provisions of the EARC Agreement which might be considered as conflicting with provisions of the Atlantic City Radio Regulations or with the Resolution 'Relating to Participation in the Provisional Frequency Board of Members of the International Frequency Registration Board' shall be considered as superseding these provisions of the Regulations and of that Resolution."

31. During the discussion of this question, the representative of the USSR stated that he could not agree with the decisions of the above-mentioned Conferences which, in his opinion, constituted a violation of the International Telecommunication Convention and the table of frequency allocations.

32. The Commission decided to remove this matter from its agenda.

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

33. The Commission took note of a report prepared by the Secretary-General (E/CN.2/127 and Corr.1 and Corr.2), surveying the activities of the United Nations and of the specialized agencies in the field of transport and communications.

(k) INFORMATION ON TECHNICAL ASSISTANCE ACTIVITIES IN THE FIELD OF TRANSPORT AND COMMUNICATIONS

34. The Commission took note of document E/CN.2/131, containing information concerning the machinery of technical assistance under the United Nations regular and expanded programmes of technical assistance for economic development of under-developed countries, and concerning technical assistance activities which have been undertaken specifically in the field of transport and communications by the United Nations and its specialized agencies.

(l) TRANSPORT STATISTICS

(m) ROAD ACCIDENT STATISTICS

35. The Commission took note of a report by the Secretary-General on transport statistics (E/CN.2/140-E/CN.3/154), summarizing developments since the fifth session of the Transport and Communications Commission and the sixth session of the Statistical Commission, including those relevant to the recommendations of the two Commissions on the subjects of transport statistics and road accident statistics. As regards the former, it was noted that sample surveys to measure road goods traffic were being taken in a number of countries in Europe and elsewhere. With regard to

road accident statistics, in accordance with the recommendations of the two Commissions, the question of co-ordinating the plans of the ECE's Inland Transport Committee for collecting accident statistics for transport purposes with the mandatory provisions of WHO for classifying accident statistics has been under study by ECE bodies, WHO and the Statistical Office of the United Nations.

(n) TRUSTEESHIP QUESTIONNAIRE

36. The Commission noted document E/CN.2/136, informing it that the recommendations which the Commission had made at its second session for changes in the transport and communications sections of the provisional questionnaire on Trust Territories had been incorporated, or otherwise taken account of, in a revised draft of the questionnaire approved by the Trusteeship Council on 6 June 1952 during its eleventh session.

37. It was decided that this item could therefore be removed from the Commission's agenda.

(o) UNITED NATIONS PRIORITY PROGRAMMES AND CONCENTRATION OF EFFORT AND RESOURCES

38. The Commission had before it a note by the Secretary-General (E/CN.2/132) drawing attention to the decisions of the Economic and Social Council relative to United Nations priority programmes and concentration of efforts and resources.

39. It noted the Council's request, in the annex to resolution 451 A (XIV) (E/2306), that commissions and specialized agencies include in their next reports to the Council action taken by them to appraise their programmes in terms of the degree of priority which they would recommend for the various projects.

40. In the course of the discussion the members for Pakistan and Egypt suggested that, in the Commission's work, more attention should be paid to under-developed countries.

41. The Commission adopted the following recommendation, by a vote of 11 to none, with 3 abstentions, point I (2) having been included by a vote of 4 to 3, with 5 abstentions:

PRIORITIES FOR TRANSPORT AND COMMUNICATIONS PROJECTS

I. *Continuing projects of high priority*

(1) Review of developments in the field of international road transport with particular reference to international action required at the world-wide level to supplement the Convention on Road Traffic (Economic and Social Council resolution 272 (X))

(2) Progress in implementation of recommendations of the Meeting of Experts on Passports and Frontier Formalities (Economic and Social Council resolution 227 F (IX))

(3) Contact with and reporting upon the activities of regional economic commissions and other regional bodies in this field, ensuring where appropriate that regional action is co-ordinated on a world-wide basis (Economic and Social Council resolution 2/7)

(4) Review of progress of work of those specialized agencies, other inter-governmental agencies and non-governmental organizations as are wholly or partly in the field of transport and communications with parti-

cular reference to the co-ordination of their activities (Economic and Social Council resolution 2/7)

(5) Collaboration with the Statistical Commission in the consideration of the problem of unification of transport statistics (Economic and Social Council resolution 2/7)

## II. Ad hoc projects of first priority

- |                                                                                                                                                                                                                                                                                       | Duration of project       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| (1) Uniform system of road signs and signals (Economic and Social Council resolution 272 (X))                                                                                                                                                                                         | 1-2 years                 |
| (2) Uniform regulations for the licensing of motor vehicle drivers (Economic and Social Council resolution 279 B (XIII))                                                                                                                                                              | 1-2 years                 |
| (3) Study of the various aspects of the problem of the transport of dangerous goods appropriate for uniform or approximately uniform regulation with respect to the various means of transport (Economic and Social Council resolution 279 E (XIII)) and drafting of such regulations | 2-3 years (present phase) |
| (4) Study of problems connected with the possible conclusion on a world-wide basis of two conventions relating to customs formalities:                                                                                                                                                | 2 years                   |

- (a) for the temporary importation of private vehicles and their equipment (Economic and Social Council resolution 379 D (XIII))
- (b) for tourism (Economic and Social Council resolution 379 D (XIII))

## III. Projects of lower priority which might be deferred

- (1) Study on co-ordination of inland transport (Economic and Social Council resolution 298 H (XI)) continuing
- (2) Pending the coming into being of the Intergovernmental Maritime Consultative Organization, review of problems which will ultimately fall to that organization.

(a) pollution of sea water (Economic and Social Council resolution 379 F (XIII)) *ad hoc*  
2-3 years

(b) question of inter-governmental action on the unification of tonnage measurement (Economic and Social Council resolution 298 B (XI)) *ad hoc*  
2-3 years

(3) Study on discrimination in transport insurance (Economic and Social Council resolution 379 G (XIII)) *ad hoc* (time element to be determined by organizations to whom the item would be referred by the Council)

(4) International developments in the field of travel and tourism (Economic and Social Council resolution 35 (IV)). continuing

## III. Uniform system of road signs and signals: final report of the Group of Experts

(Agenda item 3)

42. The United Nations Conference on Road and Motor Transport, held in Geneva in 1949, which concluded the world-wide Convention on Road Traffic was unable to reach agreement on a world-wide system of signs and signals. Noting this fact in paragraph 7 of its Final Act, the Conference had recorded the general desire to arrive at a later stage at such a common world-wide system and had recommended that the Economic and Social Council entrust the Transport and Communications Commission with the task of reviewing the matter further, with the assistance of experts, and of advising the Council on the further steps which should be taken to reach such a world-wide agreement on a uniform system. The Council had endorsed this recommendation in its resolution 272 (X), and the Commission, at its fourth session, had requested the Secretary-General, in consultation with the Chairman of the Commission, to set up a group of experts to study the problem of devising a world-wide uniform system of signs and signals, and to prepare a draft convention embodying such a system. Accordingly the Group of Experts on Road Signs and Signals was set up in 1950 and held three sessions, in 1950, 1951, and 1952 respectively.

43. The Commission at its present session had before it the final report of the Group (document E/CN.2/119-E/CN.2/Conf.1/12) which, in accordance with its terms of reference, contains a draft Convention on a Uniform System of Road Signs and Signals. The Commission considers that this draft convention may appropriately be placed before governments for adoption on a world-wide basis, and discussed the procedure by which this should be done. It notes that the Group of Experts suggested the convening of a conference



of governments for this purpose. However, the Commission is of the opinion that in view of the thorough preparation of the draft convention the holding of such a conference would not be essential and might delay the adoption of the uniform system. It also considers that the suggestion of certain members of the Group of Experts that after the adoption of the convention an *ad hoc* body should prepare a guide to the implementation of the convention could be left for consideration later.

44. The Commission decided to adopt the following resolution, the first 6 paragraphs by a vote of 11 to none, with 3 abstentions, paragraph 7 by 10 to none with 4 abstentions, and the annex by 9 votes to none with 5 abstentions:

*"Resolution 3*

*"UNIFORM SYSTEM OF ROAD SIGNS AND SIGNALS*

*"The Transport and Communications Commission,  
"Having considered the final report of the Group of Experts on Road Signs and Signals,*

*"1. Approves the report;*

*"2. Commends the Group of Experts for the successful accomplishment of its task;*

*"3. Considers the recommendations of the Group of Experts, as embodied in the draft Convention on a Uniform System of Road Signs and Signals, as a suitable solution for achieving uniformity on a world-wide basis; and that the draft convention should without delay be opened for signature and ratification by governments;*

*"4. Shares the opinion of the Group of Experts that a gradual application of a uniform system would be the best method of securing eventual acceptance and thus uniformity on a world-wide scale; and therefore,*

*"5. Endorses the decision of the Group to omit from the draft convention indication of a period of time during which the introduction of uniform signs and signals should be accomplished by governments;*

*"6. Notes that the draft convention in article 41 provides that it shall terminate and replace in the relations between Contracting States the provisions of the 1931 Convention concerning the Unification of Road Signals and the 1949 Protocol on Road Signs and Signals;*

*"7. Recommends to the Economic and Social Council:*

*"(a) That the draft convention should be known as the Protocol on a Uniform System of Road Signs and Signals (New York, 1953);*

*"(b) That the Secretary-General be requested:*

*"(i) To open the Protocol on a Uniform System of Road Signs and Signals for signature until 31 December 1954 by the governments mentioned in article 35, paragraph 1 of the draft convention as revised in the annex to this resolution;*

*"(ii) To bring to the attention of the governments the information and explanations contained in the Final Report of the Group of Experts on Road Signs and Signals (document E/CN.2/119-E/CN.2/Conf.1/12)*

*"(c) That no reservation clause be included in the Protocol.*

ANNEX

REVISED TEXT OF PARAGRAPH 1 OF ARTICLE 35  
OF THE  
DRAFT CONVENTION ON A UNIFORM SYSTEM OF ROAD  
SIGNS AND SIGNALS

Article 35

1. This Protocol shall be open until .....  
.....195.... for signature by all States Parties to the Convention on Road Traffic, opened for signature at Geneva on 19 September 1949, and all States Members of the United Nations or of any of the specialized agencies.

**IV. Licensing of motor vehicle drivers: report of the Committee of Experts**

*(Agenda item 4)*

45. The Committee of Experts on Licensing of Motor Vehicle Drivers was set up in accordance with resolution 379 B (XIII), adopted by the Economic and Social Council on the recommendation of the Commission contained in resolution 4 of its fifth session.<sup>2</sup> The Committee met at United Nations Headquarters from 29 September to 24 October 1952, and submitted its report (document E/CN.2/133-E/CN.2/Conf.2/3 and Corr.1 and Corr.2) to the Commission. In accordance with its terms of reference, its report contained draft uniform minimum regulations for the Licensing of Motor Vehicle Drivers, which are recommended for consideration by governments in connexion with their domestic laws and regulations, and also contains certain draft general provisions applicable to international traffic for consideration as an annex to the Convention on Road Traffic.

46. The Commission noted that the Committee had proposed that the latter provisions be inserted in a new annex to the Convention. The Commission decided, however, by 11 votes to 3, that these provisions, with a revised final paragraph, were appropriate for addition to existing annex 8 to the Convention, on Conditions to be Fulfilled by Drivers of Motor Vehicles in International Traffic.

47. During the discussion the representatives of the USSR and the Byelorussian SSR objected to approval of the report of the Committee of Experts on the grounds that the adoption for all countries of uniform rules for the issue of drivers' licences was uncalled-for, since the issue of licences and the conditions of issue were matters governed by the internal legislation of each State on the basis of practical experience and local custom.

48. The representatives of WHO and ILO made statements expressing the position of their organizations on the report of the Committee of Experts.

49. The Commission decided, by 11 votes to 3, to adopt the following resolution and the annex thereto:

<sup>2</sup> See *Official Records of the Economic and Social Council, Thirteenth Session, Supplement No. 4.*

## *"Resolution 4"*

### "LICENSING OF MOTOR VEHICLE DRIVERS"

*"The Transport and Communications Commission,*

*"Having considered the report submitted by the Committee of Experts on Licensing of Motor Vehicle Drivers,*

*"1. Approves the report;*

*"2. Commends the Committee of Experts for the successful accomplishment of its task of formulating minimum uniform regulations for the licensing of motor vehicle drivers;*

*"3. Notes that the Committee recommended that these Regulations be referred to governments for consideration in connexion with their national laws and regulations, and that the governments be specifically requested to circulate the report of the Committee to the driver licensing authorities of their countries;*

*"4. Further notes that the Committee also proposed some general provisions for insertion in a new annex to the Convention on Road Traffic, concluded at Geneva on 19 September 1949;*

*"5. Considers that it would be appropriate to merge the proposed new annex, as revised by the Commission, with annex 8 to the Convention;*

*"6. Notes also the recommendation of the Committee of Experts that the assistance of the World Health Organization be invoked on the matter of requirements for mental and physical fitness of motor vehicle drivers;*

*"7. Recommends to the Economic and Social Council:*

*"(a) That the Secretary-General be instructed to circulate the report of the Committee of Experts on Licensing of Motor Vehicle Drivers to all States Members of the United Nations or of any of the specialized agencies;*

*"(i) Requesting them to consider in connexion with their domestic laws and regulations the minimum uniform regulations recommended by the Committee; and*

*"(ii) Drawing to their attention the attached amendment to annex 8 to the Convention on Road Traffic proposed by the Committee of Experts and revised by the Commission, and requesting the governments of those States which are Parties to the Convention to notify the Secretary-General if they accept the proposed amendment in accordance with article 31 of the Convention.*

*"(b) That the Secretary-General be instructed to bring to the attention of the World Health Organization the recommendation of the Committee of Experts that the assistance of that organization be sought with respect to the requirements and methods of determining mental and physical fitness of applicants for driving permits; and*

*"(c) That the study of this question which is being undertaken on the regional level under the auspices of the Economic Commission for Europe be co-ordinated with the recommenda-*

*tions by the Committee of Experts and with any action taken by the World Health Organization in giving the requested assistance."*

## CONVENTION ON ROAD TRAFFIC

### DRAFT AMENDED ANNEX 8

#### CONDITIONS TO BE FULFILLED BY DRIVERS OF MOTOR VEHICLES IN INTERNATIONAL TRAFFIC

*(Note: Paragraph 1 is the existing text of annex 8.)*

1. The minimum age for driving a motor vehicle under the conditions set out in article 24 of the Convention shall be eighteen years.

Any Contracting States or subdivision thereof may, however, recognize the driving permits issued by other Contracting States to drivers of motor cycles and invalid carriages of a lower age than eighteen years.

*(Note: Paragraphs 2, 3 and 4 are new and constitute the proposed amendment.)*

2. The requirement of "proof of competence", as called for in paragraph 1 of article 24 of the Convention shall be deemed to have been fulfilled if

(1) The permit was issued to the applicant

(a) After he had passed satisfactorily an examination of his

(i) Ability to drive safely under normal traffic conditions a vehicle of the description to which the permit relates;

(ii) Knowledge of traffic laws and regulations, and of correct road behaviour; and

(b) After steps had been taken to ensure that the applicant was in a state of health and physical and mental condition compatible with safe driving; or

(2) The driver held a permit prior to 26 March 1952, the date of entry into force of the Convention.

Provisional permits issued to learner-drivers are not driving permits in the meaning of this provision.

3. Driving permits issued to disabled persons shall bear a clause to the effect that they are valid only when the vehicle or the holder or both are equipped with devices designed to take account of the disability. This clause shall include the word "restricted" in the language of the driving permit and the translation in French, *restreint* and the registration number of the vehicle, if specially equipped.

4. Contracting States in introducing the detailed measures to give effect to the provisions of this annex shall endeavour to conform to the recommendations of the Committee of Experts on Licensing of Motor Vehicle Drivers, established in accordance with Economic and Social Council resolution 379 B (XIII) of 11 August 1951.

## V. Other problems in the field of international road transport

*(Agenda item 5)*

50. The Commission noted a report prepared by the Secretary-General (E/CN.2/125) surveying, *inter alia*, the developments since its fifth session with respect

to the following problems in the field of international road transport: fiscal charges, civil liability and compulsory insurance, commercial road transport, motor vehicle headlamp requirements, prevention of road traffic accidents. The Commission considered more particularly three of these problems which were of world-wide scope, namely headlamp requirements, fiscal charges on foreign private motor vehicles, and compulsory insurance of foreign motor vehicles. As regards the first of these questions, the Commission noted that the problem of motor vehicle headlamp standards is under study at the world-wide level by the International Committee on Illumination (ICI) and the International Organization for Standardisation (ISO), and hoped that a satisfactory solution of the problem would be found as soon as possible. In the case of the other two questions, the Commission would continue to follow developments and consider at a later date whether action is required on a world-wide basis.

## VI. Customs formalities for the temporary importation of private vehicles and for tourism

(Agenda item 6)

51. The Economic and Social Council in resolution 379 D (XIII), on the recommendation of the Commission in resolution 6 of its fifth session, instructed the Secretary-General to circulate to the governments which were invited to the United Nations Conference on Road and Motor Transport, held in Geneva in August-September 1949, the draft International Customs Convention on Touring prepared under the auspices of the Economic Commission for Europe, together with the proposals submitted jointly by the World Touring and Automobile Organization (OTA) and the International Union of Official Travel Organizations (IUOTO), and to request the views of governments on the desirability of concluding international conventions on customs formalities for (1) the temporary importation of private vehicles and their equipment, and (2) tourism (i.e., the personal effects of tourists travelling by any means of transport), and on the suitability of the drafts mentioned above as a basis of discussion for concluding such conventions. The Secretary-General, accordingly, circulated the documents referred to in the resolution to governments for comment. The Commission had before it a report by the Secretary-General (E/CN.2/135 and Corr.1 and Corr.2/Add.1 and 2) containing documents which were circulated to governments and comments received thereon.

52. The two proposed conventions were first discussed separately. As regards the convention relative to the temporary importation of vehicles, there was some discussion as to whether the terms of reference of a conference convened for the conclusion of such a convention should be limited to the consideration of particular types of vehicles, or whether this question should be left open. It was decided by 10 votes to 1, with 3 abstentions, to recommend that a conference be convened to consider the conclusion of a convention on the temporary importation of private road vehicles carrying persons.

53. The Commission also decided by a vote of 11 to none, with 3 abstentions, to recommend the convening of a conference to conclude a convention on tourism.

It was decided however that the adoption of a customs tourist card, which had been proposed jointly by the OTA/IUOTO, should not be considered.

54. It was then decided that both conventions should be concluded at a single conference, which should have before it all the documents and comments thereon which had been included in the Secretary-General's report (E/CN.2/135 and Corr.1 and Corr.2 and E/CN.2/135/Add.1 and 2) and any further comments received by the Secretary-General from governments. It was decided by 9 votes to none, with 5 abstentions, to recommend that all States Members of the United Nations be invited to the conference as well as all non-member States interested in the problem. It was further decided, by a vote of 11 to none, with 3 abstentions, to recommend that the conference be held as early as possible in 1954 and, by a vote of 5 to none, with 9 abstentions, that the conference should be held preferably at Geneva.

55. In the course of the discussion on the draft resolution, the member for the USSR pointed out that the convening of a conference of government representatives for the conclusion of two international conventions on customs formalities should not constitute a charge on the United Nations budget, the conclusion of such conventions being the sole responsibility of interested governments.

56. The Commission concluded by adopting the following resolution by a vote of 11 in favour, none against, and three abstentions:

### "Resolution 5

"CUSTOMS FORMALITIES FOR THE TEMPORARY IMPORTATION OF PRIVATE VEHICLES AND FOR TOURISM

"*The Transport and Communications Commission,*  
*"Having considered* the Secretary-General's report on customs formalities for the temporary importation of private vehicles and for tourism,

"1. *Expresses satisfaction* with the Secretary-General's report setting forth the results of the inquiry made to all governments of Member States during 1952, in implementation of Economic and Social Council resolution 379 D (XIII);

"2. *Recommends* to the Economic and Social Council that the Secretary-General be instructed:

"(a) To convene as early as possible in 1954, and preferably in Geneva, a conference of governments for the conclusion on a world-wide basis of two conventions relating to customs formalities, namely

"(i) For the temporary importation of private road motor vehicles carrying persons and the equipment of such vehicles,

"(ii) For tourism (i.e., the personal effects of tourists travelling by any means of transport);

"(b) To circulate to all the governments invited to the conference

"(i) The Secretary-General's report entitled 'Customs Formalities for the Temporary Importation of Private Vehicles and for Tourism' (E/CN.2/135 and Corr.1 and Corr.2 and Add.1 and 2) containing drafts of such conventions and comments thereon, and

"(ii) The relevant part of the report of the Transport and Communications Commission on its sixth session;

"(c) To invite governments who have not yet done so to transmit their comments on the texts contained in document E/CN.2/135 and Corr.1 and 2 and E/CN.2/135/Add.1 and 2;

"(d) To draw up a provisional agenda for the conference;

"(e) (i) To invite to participate in the conference all States Members of the United Nations or of any of the specialized agencies.

"(ii) To request the governments of the States invited to give their delegates full powers to sign, subject to ratification, such conventions as may be concluded at the conference;

"(f) To invite the specialized agencies, inter-governmental organizations and international organizations in this field, as may be appropriate, to send observers to the conference."

## VII. Passports and frontier formalities

(Agenda item 7)

57. The Commission considered the Secretary-General's report (document E/CN.2/124 and Corr.2 and E/CN.2/124/Add.1) summarizing, on the basis of such official information as was available to the Secretary-General without an inquiry to governments, developments since the fifth session of the Commission relative to the implementation of the recommendations of the 1947 Meeting of Experts on Passports and Frontier Formalities, and bringing to the attention of the Commission two proposals by the International Civil Aviation Organization (ICAO) relative (1) to a standard entrance visa format and (2) to periodic publication by the United Nations of visa requirements of States.

58. The question was discussed whether the Secretary-General should be requested to make an inquiry prior to the seventh session of the Commission similar to those which had previously been made relative to progress in the implementation of the recommendations of the Meeting of Experts. A proposal that consideration of the question of such an inquiry be postponed until the seventh session was rejected, there being 4 votes in favour, 4 against and 4 abstentions. The following resolution was adopted, by a vote of 10 to 3, with 1 abstention:

### "Resolution 6

#### "PASSPORTS AND FRONTIER FORMALITIES

"The Transport and Communications Commission,

"1. Notes with satisfaction the Secretary-General's report entitled 'Passports and Frontier Formalities: Development in 1951-1952' (documents E/CN.2/124 and Corr.2 and E/CN.2/124/Add.1);

"2. Requests the Secretary-General:

"(a) To continue to follow progress in this field and if, in his opinion, developments make it desirable, to address an inquiry to the governments of Member States with regard to the progress made on the imple-

mentation of the recommendations of the Meeting of Experts on Passports and Frontier Formalities, held in Geneva in 1947;

"(b) To circulate to governments of Member States the standard visa format recommended by the International Civil Aviation Organization (paragraphs 3.7.1-3.7.3, incl. of amendment 1 to annex 9 to the Convention on International Civil Aviation, 5 Chicago, 1944) to facilitate the movement of international air transport of persons, requesting their views concerning the question of its application to international travel by all means of transport;

"(c) To report to the Commission at its seventh session."

59. The Commission also discussed the proposal by ICAO that an appropriate organ of the United Nations publish periodically a document setting out the up-to-date visa requirements of States. It decided that this would not be feasible in view of the magnitude of the task of keeping such information up to date, and of the financial implications.

## VIII. Transport of dangerous goods

(Agenda item 8)

60. The Economic and Social Council in resolution 379 E (XIII), adopted on the recommendation of the Transport and Communications Commission in resolution 7 at its fifth session, had instructed the Secretary-General to examine, in consultation with international and, where appropriate, national bodies, the various aspects of the problem of the transport of dangerous goods with a view to determining which of these aspects are appropriate for uniform, or approximately uniform, regulation with respect to the various means of transport, and to report to the Commission at its sixth session on the results of the examination.

61. The Secretary-General carried out this examination in consultation with the following organizations: Central Office for International Transport by Rail, Central Commission for the Navigation of the Rhine, Inter-State Commerce Commission of the United States, the Government of the United Kingdom, acting under the International Convention for the Safety of Life at Sea, International Chamber of Shipping, International Civil Aviation Organization, International Air Transport Association, Universal Postal Union, International Labour Organisation, World Health Organization, International Chamber of Commerce.

62. The Commission had before it a report by the Secretary-General (E/CN.2/126 and Corr.1 and Add.1), containing the results of the examination and recommendations for further action. The Commission also heard oral statements by representatives of three of the organizations which had been consulted, namely ILO, WHO and ICAO, in which they indicated the interest of these organizations in the subject and their willingness to co-operate in its further study.

63. The Commission concluded by adopting the following resolution by a vote of 11 to 3:

## **"Resolution 7**

### **"TRANSPORT OF DANGEROUS GOODS**

*"The Transport and Communications Commission,*

*"Taking note of the report by the Secretary-General, 'Aspects of the problem of the international transport of dangerous goods appropriate for uniform regulation' (E/CN.2/126 and Corr.1 and E/CN.2/126/Add.1) and in particular the suggestions for further action contained in part IV of that report,*

*"1. Commends the Secretary-General for the thoroughness of his study and report;*

*"2. Recognizes that the increased movement in international transport of commodities which, due to their inherent nature, offer a degree of risk to life and property, requires the greatest possible uniformity in the regulations for the safe transport of such commodities;*

*"3. Considers that, as a matter of urgency, the first step should be to prepare draft regulations to meet certain problems in this field which are common to all forms of transport and which might be given uniform treatment with the least possible impact on existing practices; and, therefore,*

*"4. Recommends to the Economic and Social Council:*

*"(a) To request the Secretary-General to appoint a committee of not more than nine qualified experts from countries having a substantial interest in the international transport of dangerous goods, the terms of reference of this committee to be as follows:*

*"Taking into consideration existing practices and procedures and giving due weight to the extent of present usage,*

*"(1) To make a study and present a report to the Transport and Communications Commission,*

*"(i) Recommending and defining groupings or classification of dangerous goods on the basis of the character of risk involved;*

*"(ii) Listing the principal dangerous goods moving in commerce and assigning each to its proper grouping or classification;*

*"(iii) Recommending marks or labels for each grouping or classification which shall identify the risk graphically and without regard to printed text;*

*"(iv) Recommending the simplest possible requirements for shipping papers covering dangerous goods;*

*"(2) To consider, if time allows, whether any recommendations regarding items 5 and 6 on page 23 of document E/CN.2/126, as applying to all forms of transport, could usefully be made subsequently;*

*"(b) To authorize the Secretary-General to invite such international organizations as he deems to be appropriate to send representatives to participate in the work of the committee convened under sub-paragraph (a) above, in a consultative capacity.*

## **IX. Discrimination in transport insurance**

*(Agenda item 11)*

64. The Commission at its fifth session had considered the question of discrimination in transport insurance, which had been placed on its agenda at the

request of the International Chamber of Commerce. The Commission's view had been that measures requiring that the insurance on goods in international trade be placed in particular markets might interfere with the free flow of international trade and encourage the growth of retaliatory measures; it had requested the Secretary-General to conduct a further study to determine the extent to which these restrictions in transport insurance were being applied and their impact on international trade, with a view to determining what steps could usefully be taken by the Commission. The Council, at its thirteenth session, on the recommendation of the Commission, had adopted resolution 379 G (XIII) in which it had requested governments to adopt, so far as possible, a policy of non-discrimination in transport insurance and to permit the placing of transport insurance on the most economic basis.

65. The Commission at the present session had before it a report by the Secretary-General (document E/CN.2/139 and Corr.1) summarizing available information on this problem. The Commission also heard the oral statements of representatives of the International Monetary Fund and the International Chamber of Commerce. It decided to adopt the following resolution, the first recommendation by a vote of 11 to 3, and the second by a vote of 9 to 3, with 2 abstentions:

## **"Resolution 8**

### **"DISCRIMINATION IN TRANSPORT INSURANCE**

*"The Transport and Communications Commission,*

*"Having considered the report of the Secretary-General,*

*"1. Recommends to the Economic and Social Council:*

*"(a) To bring to the attention of governments the study by the Secretary-General and its annexes;*

*"(b) To request the Secretary-General to bring to the notice of GATT the relevant resolutions of the Council and of the Commission and the study by the Secretary-General for possible action;*

*"(c) To request the Secretary-General to bring to the notice of the International Monetary Fund the relevant resolutions of the Council and of the Commission and the study by the Secretary-General, with a view to examination by the Fund of the possibility of achieving relaxation of exchange controls as applied to transport insurance;*

*"(d) To request the Secretary-General to advise the Commission at its next session of the progress made in this matter;*

*"2. Recommends that the Economic and Social Council should propose for the consideration of governments that efforts be made in all future commercial treaties to obtain the inclusion of a clause designed to prevent discrimination between different insurance markets in the placing of transport insurance."*

## **X. Application of certain non-governmental organizations for consultative status**

*(Agenda item 10)*

66. The Economic and Social Council at its fourteenth session, in resolution 453 (XIV), had requested

the Transport and Communications Commission to advise it on the application for consultative status in category B of the International Automotive Institute.

67. The Institute itself, however, in a communication to the Secretariat, had requested that consideration of its request be postponed (E/CN.2/137). The Commission, after being informed of the available information concerning the organization, decided unanimously to adopt the following resolution:

*"Resolution 9*

*"APPLICATION OF CERTAIN NON-GOVERNMENTAL ORGANIZATIONS FOR CONSULTATION STATUS*

*"The Transport and Communications Commission,*

*"Having been requested by the Economic and Social Council in its resolution 453 (XIV) to advise the Council on the application of the International Automotive Institute for consultative status,*

*"Having considered the available information concerning this organization,*

*"Does not recommend the granting of consultative status to the International Automotive Institute."*

**XI. Draft resolutions recommended for adoption by the Economic and Social Council**

68. In accordance with the wish expressed by the Council at its sixth session (E/845, paragraph 9), the Commission is proposing the following draft resolutions to the Council. The reasons which determine the Commission to propose these draft resolutions are found in the preambles to the relevant resolutions of the Commission itself, which are reproduced in the preceding sections of this report. The inclusion of draft resolution J was voted upon, with 7 in favour, 3 against, and 2 abstentions.

**"A**

*"The Economic and Social Council*

*"Takes note of the report of the Transport and Communications Commission (sixth session)."*

**"B**

*"POLLUTION OF SEAWATER*

*"The Economic and Social Council,*

*"Taking note of the considerations and recommendations of the Transport and Communications Commission in its resolution 1 on the subject of pollution of sea water,*

*"Authorizes the Secretary-General to request those governments of Member States interested in the matter to make available to him experts in this field, at the expense of those governments, with a view to correlating the studies and other communications submitted by interested governments, and drawing such conclusions as may be appropriate, for transmittal to IMCO when that organization shall have started its activities, provided:*

*"(i) That at least three governments would be prepared to follow this course; and*

*"(ii) That the Secretary-General be authorized, if he finds that this expense can be covered under present budgetary appropriations, to cover some or all of the expense involved out of the regular budget of the United Nations."*

**"C**

*"SITUATION WITH RESPECT TO RATIFICATION OF THE CONVENTION ON THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION*

*"The Economic and Social Council,*

*"Taking note of the considerations and recommendations of the Transport and Communications Commission in its resolution 2 on the subject of the situation with respect to ratification of the Convention on the Inter-governmental Maritime Consultative Organization (IMCO):*

*"1. Instructs the Secretary-General to pursue, with those governments that have not yet replied to his previous communication, the inquiry concerning their steps to ratify the Convention on the Inter-governmental Maritime Consultative Organization, and to continue his efforts to secure the entry into force of the Convention; and*

*"2. Invites those countries which have accepted the Convention to consider what measures might be taken with a view to hastening the bringing into being of the organization."*

**"D**

*"UNIFORM SYSTEM OF ROAD SIGNS AND SIGNALS*

*"The Economic and Social Council,*

*"Taking note of the considerations and recommendations of the Transport and Communications Commission in its resolution 3 relative to the final report of the Group of Experts on Road Signs and Signals,*

*"1. Notes in particular that the Commission considers the recommendation of the Group of Experts, as embodied in the draft convention on a Uniform System of Road Signs and Signals, a suitable solution for achieving uniformity on a world-wide basis; and that the draft convention should without delay be opened for signature and ratification by governments;*

*"2. Considers that a gradual application of a uniform system would be the best method of securing eventual acceptance and thus uniformity on a world-wide scale; and, therefore,*

*"3. Approves the decision of the Group of Experts to omit from the draft convention indication of a period of time during which the introduction of uniform signs and signals should be accomplished by governments;*

*"4. Notes that the draft convention in article 41 provides that it shall terminate and replace in the relations between Contracting States the provisions of the 1931 Convention concerning the Unification of Road Signs and the 1949 Protocol on Road Signs and Signals;*

*"5. Decides that the draft convention should be known as the Protocol on a Uniform System of Road Signs and Signals (New York, 1953);*

*"6. Instructs the Secretary-General:*

*"(a) To open the Protocol on a Uniform System of Road Signs and Signals for signature, until 31 December 1954, by the governments mentioned in article 35, paragraph 1, of the draft convention as revised in the annex to this resolution;*

*"(b) To bring to the attention of the governments the information and explanations contained in the Final*



Report of the Group of Experts on Road Signs and Signals (document E/CN.2/119—E/CN.2/Conf.1/12); and

"7. *Endorses* the recommendation of the Commission that no reservation clause be included in the Protocol."

#### "ANNEX

#### "REVISED TEXT OF PARAGRAPH 1 OF ARTICLE 35 OF THE DRAFT CONVENTION ON A UNIFORM SYSTEM OF ROAD SIGNS AND SIGNALS

##### "Article 35

"1. This Protocol shall be open until ..... 195... for signature by all States Parties to the Convention on Road Traffic, opened for signature at Geneva on 19 September 1949, and all States Members of the United Nations or of any of the specialized agencies."

#### "E.

##### "LICENSING OF MOTOR VEHICLE DRIVERS

"*The Economic and Social Council,*

"*Taking note* of the considerations and recommendations included in Transport and Communications Commission's resolution 4 relative to the report of the Committee of Experts on Licensing of Motor Vehicle Drivers,

"*Noting in particular* that the Committee of Experts has recommended that the minimum uniform regulations for the licensing of motor vehicle drivers drafted by it should be referred to governments for consideration in connexion with their national laws and regulations,

"*Further noting* that the Committee has also proposed some general provisions for insertion in a new annex to the Convention on Road Traffic, concluded at Geneva on 19 September 1949 and that the Transport and Communications Commission considers that it would be appropriate to merge the proposed new annex, as revised by the Commission, with annex 8 to the Convention,

"1. *Instructs* the Secretary-General:

"(a) To circulate the report of the Committee of Experts on Licensing of Motor Vehicle Drivers to all States Members of the United Nations or of any of the specialized agencies,

"(i) Requesting them to consider in connexion with their domestic laws and regulations the minimum uniform regulations recommended by the Committee; and

"(ii) Drawing to their attention the attached amendment to annex 8 to the Convention on Road Traffic proposed by the Committee of Experts and revised by the Commission, and requesting the governments of those States which are Parties to the Convention to notify the Secretary-General if they wish to accept the proposed amendment in accordance with article 31 of the Convention;

"(b) To bring to the attention of the World Health Organization the recommendation of the Committee of Experts that the assistance of that organization be

sought with respect to the requirements and methods of determining mental and physical fitness of applicants for driving permits; and

"2. *Endorses* the recommendation of the Commission that the study of this question which is being undertaken on the regional level under the auspices of the Economic Commission for Europe be co-ordinated with the recommendations by the Committee of Experts and with any action taken by the World Health Organization in giving the requested assistance."

##### "Convention on Road Traffic: draft amended annex 8

##### "CONDITIONS TO BE FULFILLED BY DRIVERS OF MOTOR VEHICLES IN INTERNATIONAL TRAFFIC

"(Note: Paragraph 1. is the existing text of annex 8.)

"1. The minimum age for driving a motor vehicle under the conditions set out in article 24 of the Convention shall be eighteen years.

Any Contracting State or subdivision thereof may, however, recognize the driving permits issued by other Contracting States to drivers of motor cycles and invalid carriages of a lower age than eighteen years.

(Note: Paragraphs 2, 3 and 4 are new and constitute the proposed amendment.)

"2. The requirement of 'proof of competence', as called for in paragraph 1 of article 24 of the Convention shall be deemed to have been fulfilled if

"(1) The permit was issued to the applicant

"(a) After he had passed satisfactorily an examination of his

"(i) Ability to drive safely under normal traffic conditions a vehicle of the description to which the permit relates;

"(ii) Knowledge of traffic laws and regulations, and of correct road behaviour; and

"(b) After steps had been taken to ensure that the applicant was in a state of health and physical and mental condition compatible with safe driving; or

"(2) The driver held a permit prior to 26 March 1952, the date of entry into force of the Convention. Provisional permits issued to learner-drivers are not driving permits in the meaning of this provision.

"3. Driving permits issued to disabled persons shall bear a clause to the effect that they are valid only when the vehicle or the holder or both are equipped with devices designed to take account of the disability. This clause shall include the word restricted in the language of the driving permit and the translation in French, *restreint* and the registration number of the vehicle, if specially equipped.

"4. Contracting States in introducing the detailed measures to give effect to the provisions of this annex shall endeavour to conform to the recommendations of the Committee of Experts on Licensing of Motor Vehicle Drivers, established in accordance with Economic and Social Council resolution 379 B (XIII) of 11 August 1951."

"F

"CUSTOMS FORMALITIES FOR THE TEMPORARY IMPORTATION OF PRIVATE VEHICLES AND FOR TOURISM

*"The Economic and Social Council,*

*"Referring to resolution 5 of the Transport and Communications Commission on the subject of customs formalities for the temporary importation of private vehicles and for tourism,*

*"1. Instructs the Secretary-General:*

*"(a) To convene as early as possible in 1954, and preferably in Geneva, a conference of governments for the conclusion on a world-wide basis of two conventions relating to customs formalities, namely,*

*"(i) For the temporary importation of private road motor vehicles carrying persons and the equipment of such vehicles,*

*"(ii) For tourism (i.e., the personal effects of tourists travelling by any means of transport);*

*"(b) To circulate to all the governments invited to the conference*

*"(i) The Secretary-General's report entitled 'Customs Formalities for the Temporary Importation of Private Vehicles and for Tourism' (E/CN.2/135 and Corr.1 and 2 and Add.1 and 2) containing drafts of such conventions and comments thereon, and*

*"(ii) The relevant part of the report of the Transport and Communications Commission on its sixth session;*

*"(c) To invite governments who have not yet done so to transmit their comments on the texts contained in documents E/CN.2/135 and Corr.1 and 2 and Add.1 and 2;*

*"(d) To draw up a provisional agenda for the conference;*

*"(e) (i) To invite to participate in the conference all States Members of the United Nations or any of the specialized agencies,*

*"(ii) To request the governments of the States invited to give their delegates full powers to sign, subject to ratification, such conventions as may be concluded at the conference;*

*"(f) To invite the specialized agencies, inter-governmental organizations and international organizations in this field, as may be appropriate, to send observers to the conference."*

"G

"TRANSPORT OF DANGEROUS GOODS

*"The Economic and Social Council,*

*"Taking note of the considerations and recommendations of the Transport and Communications Commission in its resolution 7 on the subject of the transport of dangerous goods,*

*"1. Requests the Secretary-General to appoint a committee of not more than nine qualified experts from countries having a substantial interest in the interna-*

*tional transport of dangerous goods, the terms of reference of this committee to be as follows:*

*"Taking into consideration existing practices and procedures and giving due weight to the extent of present usage,*

*"(a) To make a study and present a report to the Transport and Communications Commission,*

*"(i) Recommending and defining groupings or classification of dangerous goods on the basis of the character of risk involved;*

*"(ii) Listing the principal dangerous goods moving in commerce and assigning each to its proper grouping or classification;*

*"(iii) Recommending marks or labels for each grouping or classification which shall identify the risk graphically and without regard to printed text;*

*"(iv) Recommending the simplest possible requirements for shipping papers covering dangerous goods;*

*"(b) To consider, if time allows, whether any recommendations regarding items 5 and 6 on page 23 of document E/CN.2/126, as applying to all forms of transport, could usefully be made subsequently;*

*"2. Authorizes the Secretary-General to invite such international organizations as he deems to be appropriate to send representatives to participate in the work of the committee convened under paragraph 1 above, in a consultative capacity."*

"H

"DISCRIMINATION IN TRANSPORT INSURANCE

*"The Economic and Social Council,*

*"Referring to resolution 8 of the Transport and Communications Commission on the subject of discrimination in transport insurance,*

*"Decides:*

*"1. To bring the study on this subject by the Secretary-General, together with its annexes (E/CN.2/139) to the attention of governments;*

*"2. To instruct the Secretary-General:*

*"(a) To bring to the notice of GATT the relevant resolutions of the Council and of the Commission and the study by the Secretary-General for possible action;*

*"(b) To bring to the notice of the International Monetary Fund the relevant resolutions of the Council and of the Commission and the study by the Secretary-General, with a view to examination by the Fund of the possibility of achieving relaxation of exchange controls as applied to transport insurance; and*

*"(c) To advise the Commission at its next session of the progress made in this matter;*

*"3. To recommend that governments consider the possibility that efforts be made in all future commercial treaties to obtain the inclusion of a clause designed to prevent discrimination between different insurance markets in the placing of transport insurance."*



"I

"APPLICATION OF CERTAIN NON-GOVERNMENTAL ORGANIZATIONS FOR CONSULTATIVE STATUS"

(The Transport and Communications Commission's opinion on this matter may be found in resolution 9 of the sixth session of the Commission, which the Economic and Social Council might wish to forward for consideration to its Committee on Non-Governmental Organizations.)

"J

"UNITED NATIONS PRIORITY PROGRAMMES AND CONCENTRATION OF EFFORT AND RESOURCES

*"The Economic and Social Council,*

*"Bearing in mind its resolutions 402 B (XIII) and 451 (XIV),*

*"Approves the list included in the report of the Transport and Communications Commission of projects in the transport and communications field, divided into three groups of priority according to Council resolution 402 B (XIII)."*

## ANNEXES

### 1. Agenda of the sixth session of the Transport and Communications Commission

1. Election of officers of the Commission.
2. Adoption of the agenda.
3. Uniform system of road signs and signals: final report of the group of experts.
4. Licensing of motor vehicle drivers: report of the Committee of Experts.
5. Other problems in the field of international road transport.
6. Customs formalities for the temporary importation of private vehicles and for tourism.
7. Passports and frontier formalities.
8. Transport of dangerous goods.
9. Discrimination in transport insurance.
10. Application of certain non-governmental organizations for consultative status.
11. Communications by the Secretariat:
  - (a) Regional developments in the field of inland transport;
  - (b) Co-ordination of inland transport;
  - (c) Travel questions;
  - (d) Barriers to the international transport of goods;
  - (e) Unification of maritime tonnage measurement;
  - (f) Pollution of sea water;
  - (g) Situation with respect to ratification of the Convention on the Inter-governmental Maritime Consultative Organization;
  - (h) Entry into force of the Convention on Road Traffic and situation with respect to ratifications thereto;
  - (i) Implementation of the decisions of the Atlantic City Telecommunications Conference of 1947;
  - (j) Co-ordination of the activities of specialized agencies in the field of transport and communications;
  - (k) Information on technical assistance activities in the field of transport and communications;
  - (l) Transport statistics;
  - (m) Road traffic accident statistics;
  - (n) Trusteeship questionnaire;
  - (o) United Nations priority programmes and concentration of effort and resources.
12. Any other business.
13. Adoption of the report to the Economic and Social Council.

### 2. Financial implications of decisions taken during the sixth session of the Transport and Communications Commission

#### (a) CUSTOMS FORMALITIES FOR THE TEMPORARY IMPORTATION OF PRIVATE VEHICLES AND FOR TOURISM

##### *Note by the Secretary-General*

In accordance with rule 28 of the rules of procedure of the functional commissions, the Secretary-General wishes to inform the Commission of the financial implications, as far as these can at present be estimated, of the draft resolution proposed under item 6 of the agenda: Customs formalities for the temporary importation of private vehicles and for tourism.

The draft resolution proposed under item 6, recommending that the Economic and Social Council instruct the Secretary-General to convene, preferably in Geneva, a conference of governments for the conclusion on a world-wide basis of two conventions relating to customs formalities, would involve an expenditure of approximately \$4,500 in respect of the travel and subsistence of four substantive staff members from Headquarters to Geneva, though the travel costs might be reduced by travel on home leave. No travel or allowances will be payable by the United Nations in respect of participants at the meeting who will be representing governments. The United Nations Office at Geneva has advised that they are, at this stage, not in a position to give estimates of the additional conference costs which would be involved by holding the meeting at Geneva. These estimates of costs, based on the assumption that the meeting would be scheduled in the programme of meetings established by the Economic and Social Council, would however be available to the Council when this item is being considered.

#### (b) TRANSPORT OF DANGEROUS GOODS

##### *Note by the Secretary-General*

In accordance with rule 28 of the rules of procedure of the functional commissions, the Secretary-General wishes to inform the Commission of the financial implications of the draft resolution adopted by it under item 8 of the agenda: Transport of Dangerous Goods.

The draft resolution adopted under item 8, recommending that the Economic and Social Council should request the Secretary-General to appoint a small committee of qualified experts to consider problems relating to the transport of dangerous goods, would involve an expenditure of approximately \$15,200 in 1954 to cover travel to Headquarters and daily subsistence payments at the rate of \$25 per day for a maximum of nine experts, and the travel and per diem of one staff member from the United Nations Office at Geneva. This estimate is based on the assumption that the Committee of Experts would meet at Headquarters and would be scheduled in the programme of meetings established by the Council. No additional expenditures are therefore anticipated for servicing this Committee.

It is expected that a second meeting of the Committee of Experts would have to take place in 1955 and possibly a third meeting in 1956 before the task assigned to the Committee is accomplished. In this event provision will be requested for a similar amount in the budget estimates for each year in which the Committee is required to meet.



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