



TRANSPORT AND COMMUNICATIONS COMMISSION

Report of the Commission (fourth session) to the Economic and Social Council. Lake Success, New York, 27 March - 4 April 1950

I. Introduction

The fourth session of the Transport and Communications Commission opened at 3 p.m. on Monday, 27 March 1950 at United Nations headquarters, Lake Success, New York. The following members of the Commission attended:

Netherlands: Mr. Jan J. Oyevaar, *Chairman*.
India: Mr. Y. N. Sukthankar, *Vice-Chairman*.
Chile: Mr. Hernán Plaza.
China: Mr. Ching-Yuen Hsiao.
Czechoslovakia: Mr. J. Nosek.
Egypt: Mr. Shoukry Abaza Bey.
France: Mr. J. Goursat.
Norway: Mr. Erling Foien.
Pakistan: Mr. M. O. A. Baig.
Poland: Mr. Stefan Boratynski.
Union of Soviet Socialist Republics: Mr. N. I. Klimov.
United Kingdom of Great Britain and Northern Ireland: Brigadier-General Sir H. Osborne Mance.
United States: Mr. George P. Baker.
Venezuela: Dr. Adolfo Nass.
Yugoslavia: Mr. Nikodije Jovanovic.

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

International Labour Organisation: Mr. A. A. A. Evans.
United Nations Educational, Scientific and Cultural Organization: Mr. Gerald Carnes.
International Civil Aviation Organization: Mr. E. R. Marlin, Mr. R. J. Moulton.
International Bank for Reconstruction and Development: Miss Grace Werring.
World Health Organization: Dr. P. M. Kaul, Mr. G. E. Hill.

The following consultants from non-governmental organizations were also present at the session:

CATEGORY A:

International Chamber of Commerce: Mr. Allerton de C. Tompkins, Miss Edith Sansom.

CATEGORY B:

International Touring Alliance/International Automobile Federation (AIT/FIA): Mr. W. L. Lewis.

International Union of Official Travel Organizations: Dr. H. A. Wilkinson.

National Association of Manufacturers: Miss O. Jensen.

The Commission re-elected, as its Chairman, Mr. Jan J. Oyevaar (Netherlands), and elected, as its Vice-Chairman, Mr. Y. N. Sukthankar (India).

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

The members of the Commission for Czechoslovakia, Poland and the Union of Soviet Socialist Republics were present only for the opening of the first meeting. They left after a draft resolution submitted by the member for the Union of Soviet Socialist Republics concerning the member for China was ruled out of order by the Chairman, whose decision was upheld by the majority of the Commission.

The provisional agenda was adopted by the Commission.

After having considered the items on the agenda, including certain matters brought up under item 11 (Any other business), the Commission adopted the present report and concluded its fourth session on 4 April 1950.

II. Communications by the Secretariat

(Agenda item 10)

The Commission was informed by the Secretariat of further developments concerning matters discussed by the Commission at previous sessions as well as of other developments in the field of transport and communications which the Secretariat considered advisable to bring to the attention of the Commission.

(a) PASSPORTS AND FRONTIER FORMALITIES

The Commission considered a report prepared by the Secretary-General (E/CN.2/71 and Add. 2) concerning progress in the field of passports and frontier formalities including *inter alia* lists of bilateral agreements which, according to official information received by the Secretary-General, had been concluded in the post-war period with the purpose of reciprocally abolishing passport and entrance visa requirements. Only two bilateral agreements concluded during the year between the third and fourth sessions of the Transport and Communications Commission had been registered with the Secretary-General, although it was understood that some additional passport and visa agreements had been concluded during that year. It was also noted that steps had been taken by Governments, by multilateral action, to give effect to a few of the recommendations of the Meeting of Experts to Prepare for a World Conference on Passports and Frontier Formalities, which had been held in Geneva in 1947.

The Secretary-General's report had been prepared in accordance with the instructions of the Economic and Social Council (resolution 227 F (IX)), based on a recommendation of the Transport and Communications Commission (E/1311) requesting the Secretary-General to follow the progress in this field, at the same time deferring further inquiries to Governments, such as those which had been made in 1947 and 1948, until after the fourth session of the Commission. In addition to the information supplied by the Secretary-General, the Commission had before it a report (E/CN.2/71/Add. 1 and Corr. 1) issued by the International Union of Official Travel Organizations (IUOTO) concerning the present situation with respect to passports, visas and frontier formalities, prepared at the request of the Transport and Communications Commission at its third session.

In order to have for its fifth session a more comprehensive view of the progress in this field on which to base its advice to the Economic and Social Council concerning the further steps to be taken in this field, the Commission decided to request the Secretary-General to address an inquiry to member Governments giving them the opportunity to bring up to date the information previously supplied concerning the action taken with respect to the recommendations of the Meeting of Experts to Prepare for a World Conference on Passports and Frontier Formalities. The Commission accordingly adopted the following resolution.

“Résolution 1

“PASSPORTS AND FRONTIER FORMALITIES

“The Transport and Communications Commission,

“Having in mind resolution 227 F (IX) adopted by the Economic and Social Council at its ninth session, on the recommendation of the Commission at its third session, instructing the Secretary-General to continue to follow progress in the field of passports and frontier formalities and deferring any further inquiry to Governments on this matter until after the fourth session of the Commission,

“Takes note of the Secretary-General's report (E/CN.2/71 and Add. 2) and the report submitted by the

International Union of Official Travel Organizations (IUOTO) (E/CN.2/71/Add. 1 and Corr. 1);

“Takes note of the statement of the United Nations Educational, Scientific and Cultural Organization (E/CN.2/88);

“Requests the Secretary-General

“(1) To express to the IUOTO its appreciation for the report submitted; and

“(2) To address an inquiry to Governments concerning

“(a) The progress made with respect to the implementation of the recommendations of the Meeting of Experts on Passports and Frontier Formalities held in Geneva in 1947;

“(b) Their comments on difficulties with respect to the implementation of these recommendations; and

“(c) Special facilities which have been granted or which Governments are prepared to grant to particular groups of travellers; and

“(3) To prepare for the fifth session of the Commission a comparative analysis of the progress achieved and the difficulties mentioned.”

(b) TRAVEL QUESTIONS

The Commission, which is specifically entrusted with the task of following international developments in the field of travel and of advising the Economic and Social Council on travel matters, noted the extensive international activity on both the world-wide and regional levels which, according to a report by the Secretary-General (E/CN.2/70 and Corr. 1, E/CN.2/70/Add. 1), had taken place in the past year in this field and which looked to the facilitation and development of international travel. Bodies whose activities in this respect were noted include the following: on the world-wide level, the United Nations Conference on Road and Motor Transport, the International Civil Aviation Organization, the World Health Organization, the International Union of Official Travel Organizations and the International Chamber of Commerce; and on the regional level, three United Nations regional economic commissions, namely the Economic Commission for Asia and the Far East, the Economic Commission for Europe and the Economic Commission for Latin America; also on the regional level, the Caribbean Interim Tourism Committee and the Third International Conference of African Touring.

(c) DEVELOPMENTS IN THE FIELD OF INLAND TRANSPORT WITHIN THE FRAMEWORK OF THE UNITED NATIONS REGIONAL ECONOMIC COMMISSIONS

The Commission took note of a report by the Secretary-General summarizing the activities of regional economic commissions in the field of inland transport since the third session of the Transport and Communications Commission (E/CN.2/72, E/CN.2/72/Add. 1). Satisfaction was expressed with the work of the regional commissions in this field. With reference to the Economic Commission for Asia and the Far East (ECAFE) the Commission took note of the opinion of the Indian member of the Commission that it was de-

sirable to have a standing Inland Transport Committee within the framework of that Commission. A suggestion was also noted that it would be desirable, in view of the magnitude of the problem of developing transport in the ECAFE region, if ECAFE could establish an order of priority in approaching the various aspects of this problem.

(d) DEVELOPMENTS IN THE FIELD OF INLAND TRANSPORT IN THE MIDDLE EAST

The Commission noted a report by the Secretary-General (E/CN.2/74, E/CN.2/74/Add. 1) informing the Commission that the questions of establishing an economic commission for the Middle East and the convening of a meeting of inland transport experts in that region had been deferred by the Economic and Social Council until 1951, when a review of the position of regional economic commissions is due to take place.

(e) DEVELOPMENTS IN THE FIELD OF INLAND TRANSPORT IN AFRICA

The Commission took account of the information contained in a report by the Secretary-General (E/CN.2/73, E/CN.2/73/Add. 1) summarizing international activities inside and outside the United Nations relating to the field of inland transport in Africa. It was noted that the Economic and Social Council, at its tenth session in February-March 1950, had had on its agenda the question of a study of the economic situation in Africa and of the establishment of an Economic Commission for Africa. It had refrained, at the session, from discussing the latter question relating to a regional economic commission but requested the Secretary-General to include in the world economic report, which would be submitted to the twelfth session of the Council to be held early in 1951, a special section relating to economic conditions in Africa. Note was also taken of the Conference on Central African Transportation Problems, held in Lisbon in May 1949, which, *inter alia*, recommended the establishment of a permanent inter-territorial transport council and prepared the agenda for a plenary conference to be held in Johannesburg, Union of South Africa, in October 1950.

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

The Commission noted with satisfaction a report by the Secretary-General on the co-ordination of activities of specialized agencies in the field of transport and communications (E/CN.2/84 and Corr. 1 and 3, E/CN.2/84/Add. 1). The Commission, at its third session, adopted a resolution commending international organizations in the field of transport and communications for the steps already taken by them to co-ordinate their activities and recommended, in particular, that the general measures for assuring such co-ordination in the future proposed by the Preparatory Committee of Experts on Co-ordination of Safety at Sea and in the Air, which had met at London in January and February 1948, be followed by the organizations concerned in co-ordinating their work on problems of interest to two or more of the organizations. The Economic and Social Council, on the recommendation of the Commission, had in-

structed the Secretary-General to bring this resolution to the attention of each of the organizations represented at the Preparatory Committee of Experts. The Secretariat, when informing the Commission of the action taken in this respect, had included in its report a review of the co-ordination of activities of the United Nations and its regional commissions with the activities of such specialized agencies as the International Civil Aviation Organization, the Universal Postal Union and the International Telecommunication Union, and also with the International Meteorological Organization which has now been superseded by the World Meteorological Organization. The document also contained some additional information on the co-ordination of activities of direct or indirect interest to the Transport and Communications Commission, involving, in some instances, organizations not directly concerned with the field of transport and communications, such as the International Labour Organisation, the Food and Agricultural Organization and the World Health Organization.

The Commission expressed the desire that the Secretary-General keep the information on the co-ordination of activities of specialized agencies in the field of transport and communications up to date and that a similar report be presented to the next session of the Commission.

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

The Commission had before it a note by the Secretariat (E/CN.2/82) stating that three Governments, those of Canada, the United Kingdom and the Netherlands, had ratified the Convention on the Inter-Governmental Maritime Consultative Organization (IMCO) and recalling that the Convention "shall enter into force on the date when twenty-one States, of which seven shall each have a total tonnage of not less than 1,000,000 gross tons of shipping, have become parties to the Convention in accordance with article 27". The Commission was further informed during the session that the Government of Greece had also ratified the Convention. The Commission, during its discussion, found that the solution of a number of problems in the field of maritime transport was being handicapped by the fact that IMCO had not started to function. Among the problems were unification of maritime tonnage measurement, pollution of sea water, co-ordination of activities relating to safety at sea and in the air, implementation of the Convention on Safety of Life at Sea and transport of dangerous goods. Recalling that it had been confronted by the same difficulty at its third session, and that it had drawn the attention of the Economic and Social Council to the situation, the Commission decided to do so once again and accordingly adopted the following resolution.

"Resolution 2

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

"The Transport and Communications Commission,

"Recalling the resolution taken at its third session

drawing attention, amongst others, to the fact that the solution of various urgent and important problems affecting international transport will be greatly facilitated when the Inter-Governmental Maritime Consultative Organization (IMCO) has started functioning,

“Noting that IMCO has not yet come into being,

“Considering further that at its present session the Commission has concluded that IMCO is the appropriate agency for the handling of some further important and urgent problems, such as the unification of maritime tonnage measurement and the pollution of sea water,

“Recommends to the Economic and Social Council that the Secretary-General be instructed to draw the attention of Member Governments to the fact that the handling of these problems is dependent upon the establishment of IMCO and that therefore an early establishment of IMCO is desirable.”

(h) POLLUTION OF SEA WATER

The Commission noted a report by the Secretary-General on the pollution of sea water by oil (E/CN.2/68), recalling the consideration which had been given to the problem by the League of Nations. A draft convention on the subject had been drawn up in 1935 by a committee of experts of the League, whose Council had then decided to convene an international conference. That conference had, however, not been held and the Secretariat now thought the Commission might wish an approach to be made to Governments in order to see whether they were still interested in the problem. During the Commission's discussion there was some difference of opinion as to the urgency of the problem, the relative importance of different aspects to be considered and the appropriate procedures to be followed in considering the various aspects. It was generally agreed that the problem was one for the Inter-Governmental Maritime Consultative Organization (IMCO) to take up when it came into being. Certain members felt that the matter was of sufficient importance to merit preliminary consideration by a group of experts pending the coming into existence of IMCO. Other members felt that the problem was perhaps less urgent and that it at any rate required more preparation and research in the various countries before the Governments would be in a position to deal with it on an international basis. Various aspects of the problem were mentioned, such as the effect of such pollution on birds, fish and sea vegetation, also the fire hazard which it constituted for both ships and ports. The Commission also discussed the question of whether the problem should be so stated as to include the possible future pollution of sea water by atomic waste from fuel used by ships. It concluded by agreeing upon the following resolution.

“Resolution 3

“POLLUTION OF SEA WATER

“The Transport and Communications Commission,

“Having considered the report by the Secretary-General on the problem of pollution of sea water by oil (E/CN.2/68),

“Taking into account that the Inter-Governmental

Maritime Consultative Organization (IMCO), when it has started functioning, would be the competent agency to handle this subject,

“Recommends to the Economic and Social Council

“1. That the Secretary-General be instructed to request the views of Member Governments on the following points:

“(a) Whether, pending the establishment of IMCO, preliminary action should be taken;

“(b) If so, what would be the best procedure to follow;

“(c) In particular whether the convening of a meeting of competent governmental experts would be the appropriate procedure;

“(d) Whether the Draft Convention on the Pollution of Sea Water by Oil prepared in 1935 under the auspices of the League of Nations could serve as a working basis for the consideration of the problem;

“(e) Whether the scope of the examination of the problem should be extended to cover the possible future pollution of sea water by atomic waste from fuel which may be used by ships;

“(f) Whether they would wish to give priority to the consideration of any one of the several consequences of the pollution of sea water;

“2. That the Member Governments which possess the technical facilities to do so be requested to undertake research studies on this problem forthwith, and to establish between them such collaboration as might be useful and possible.”

(i) PROVISIONAL TRUSTEESHIP QUESTIONNAIRE

The Commission had before it the Secretariat's note (E/CN.2/77) informing the Commission that no action had been taken by the Trusteeship Council since the Economic and Social Council had transmitted the Commission's suggestions on those questions in the Provisional Trusteeship Questionnaire which related to transport and communications matters. The Commission took note of this information and the Chairman, recalling the considerable time and effort which the Commission had devoted to the matter at an earlier session, hoped that its work would bear fruit.

(j) “TRANSPORT AND COMMUNICATIONS REVIEW”

The Commission had before it a note by the Secretariat (E/CN.2/78) dealing with the implementation of suggestions which the Commission had made at its preceding session concerning the *Transport and Communications Review*, which is published by the Transport and Communications Division of the United Nations Secretariat. The Commission had noted, at the previous session, that the Secretariat had under review the desirability of continuing the part of the *Review* which was based on published periodical material. The Secretariat had subsequently decided that this part of the *Review* would include only information on meetings bearing on international transport and communications and other important events, using information from official sources. The Secretariat had furthermore taken steps, in accordance with the hope expressed at the pre-

vious session of the Commission to secure wider circulation of the *Review*. It had added to its circulation list organizations which had been suggested to it by delegations. Another suggestion that the *Review* might give more information on the Commission's work had been followed and would continue to be followed. It had also been noted by the Secretariat, with pleasure, that a number of articles had been supplied by members of the Commission, and it was hoped that other members would also contribute articles.

The members of the Commission, having noted the information supplied by the Secretariat, expressed the opinion that the *Review* had greatly improved. The wish was expressed that more space could be given to the work of regional bodies and specialized agencies. At the same time it was agreed that the Secretariat should use for the *Review* only official sources for its accounts of the work of international bodies.

III. Barriers to the International Transport of Goods

(*Agenda item 3*)

The Commission noted a report by the Secretary-General concerning barriers to the international transport of goods (E/CN.2/79 and Corr. 1 and E/CN.2/79/Add. 1-4). This question had been placed on the agenda of the second session of the Commission at the request of the International Chamber of Commerce (ICC) which, at its Montreux Congress in 1947, had adopted a resolution containing twelve recommendations. The Commission, at its third session, had, on the basis of a report by the Secretary-General (E/CN.2/49), discussed the competence of the Commission and of various international bodies with respect to the twelve recommendations. It had concluded that recommendations 1 and 4, relating to the reduction of the number of documents required in the transport of goods, and the abolition of the transit manifest, were more particularly of concern to the Transport and Communications Commission while the other questions were more specifically within the competence of the International Trade Organization (ITO), except for certain ones which fell within the purview of the International Civil Aviation Organization (ICAO), the Inter-Governmental Maritime Consultative Organization (IMCO), or the World Health Organization (WHO). However, it was recognized that all of the questions were closely related and most of them could not successfully be studied exclusively by one of the bodies mentioned. A difficulty lay in the fact that the ITO had not yet come into existence. The Commission, having considered these points, had recommended to the Economic and Social Council that it request the Secretary-General to transmit to the Members of the United Nations the Secretariat's report which was before the Commission and the report of the International Chamber of Commerce (ICC), and to invite the Members of the United Nations to transmit their views on the twelve recommendations of the International Chamber of Commerce. The Council had approved this approach to the Governments and it had accordingly been carried out by the Secretary-General. The replies of the Governments were contained in documents E/CN.2/79 and E/CN.2/79/Add. 1-4. The replies varied considerably, some

concerning themselves with the substance of the recommendations of the ICC, others being more concerned with procedural points. The ICC, meanwhile, at its Congress in Quebec in June 1949, had adopted a further resolution entitled "Invisible Barriers to Trade and Travel" in which it dealt with nine questions: (a) formalities and regulations connected with the administration of import quotas, licensing systems and exchange control; (b) the nationality of goods; (c) methods of *ad valorem* valuation; (d) documentary requirements and consular formalities; (e) publicity for regulations and charges; (f) treatment of samples and advertising material; (g) marks of origin; (h) standardization of customs nomenclatures; (i) temporary admission of imports. In addition the ICC recommended the setting up of: (a) within the various countries, committees of experts, consisting of representatives of business interested in import and export trade as well as government officials, to revise existing practice in the light of the provisions of the Havana Charter and of the General Agreement on Tariffs and Trade, the 1923 Convention on the Simplification of Customs Formalities and other relevant international recommendations and reports; and (b) a small international committee of independent experts, also composed of representatives of business and government officials, to work on behalf of the signatory Governments of the Havana Charter or of the General Agreement on Tariffs and Trade on the elaboration of internationally standardized rules.

Members of the Commission were in substantial agreement with the recommendations of the ICC contained in the Montreux resolution on barriers to the international transport of goods. The members were unable to concur *in toto* with the resolution of the Congress of Quebec. They were of the opinion that as all the recommendations concerned problems which had a trade aspect, international action for dealing with these problems would primarily be a matter for the International Trade Organization. Meanwhile it was felt that the Commission might propose that the attention of Governments be drawn to the desirability of taking national action consistent with the principles of the Havana Charter, looking toward the removal of barriers to the international transport of goods. The Commission accordingly adopted the following resolution.

"Resolution 4A

"BARRIERS TO THE INTERNATIONAL TRANSPORT OF GOODS

"*The Transport and Communications Commission,*

"*Having considered* the report by the Secretary-General (E/CN.2/79 and Corr. 1 and E/CN.2/79/Add. 1-4) on the results of the inquiry to Governments made in pursuance of the Economic and Social Council's resolution 227 C (IX) on barriers to the international transport of goods,

"*Noting* that direct international action, such as the convening of a conference cannot be undertaken immediately since the International Trade Organization, within whose competence the matter would primarily fall, has not started to function;

"*Recommends* to the Economic and Social Council to urge the Members of the United Nations and all other interested Governments to continue consideration, bear-

ing in mind all possible interests, of national measures consistent with the principles of the Charter of the International Trade Organization for the simplification of customs and related formalities constituting barriers to the international transport of goods."

During the discussion of barriers to the international transport of goods, the Commission noted, with satisfaction, that annex 9 of the ICAO Convention entitled "Standards and Recommended Practices on the Facilitation of Air Transport" had come into force as of 1 September 1949. The Commission considered that it would be advisable to draw the attention of Governments to the desirability of applying the standards contained in annex 9. It accordingly adopted the following resolution.

"Resolution 4B

"BARRIERS TO THE INTERNATIONAL TRANSPORT OF GOODS

"The Transport and Communications Commission,

"*Noting* that the Council of the International Civil Aviation Organization has adopted annex 9 to the Convention on International Civil Aviation entitled "Standards and Recommended Practices on the Facilitation of International Air Transport" and has otherwise acted to further such facilitation,

"*Noting* also that there has been a substantial degree of acceptance of the Standards but, at the same time, that a number of deviations therefrom have been notified by some of the member States of ICAO,

"*Resolves* to recommend to the Economic and Social Council that it:

"1. Convey to the Council of ICAO its satisfaction on and approval of the initiative demonstrated by that organization and the results so far attained in alleviating the barriers to international transport by air; and

"2. Urge all Governments to take whatever further action is necessary as soon as possible to apply wherever feasible ICAO's standards and recommended practices on the facilitation of international air transport; to eliminate as many deviations as possible at an early date; and for those deviations which cannot be eliminated immediately to continue to work together through ICAO to find a basis for eventual full agreement."

IV. Unification of Maritime Tonnage Measurement

(Agenda item 4)

The Commission took note of a report by the Secretary-General on the unification of maritime tonnage measurement (E/CN.2/81 and E/CN.2/81/Add. 1). A conference held at Oslo in 1947, attended by representatives of eight countries and observers of two others, had signed a Convention to which had been annexed the Draft International Regulations for Tonnage Measurement of Ships which had been prepared by a technical committee of the League of Nations and circulated to Governments in 1939. The Commission, at its third session, had recommended that Governments be approached for their views on the desirability of more general and closer adherence to the Oslo Rules

and the Economic and Social Council had authorized such an approach. Many Governments had, in their replies, expressed satisfaction with the idea of the unification of maritime tonnage measurement, but had indicated that the situation was complicated by the existence of several sets of rules. The view was generally expressed that the matter was one which should be dealt with by IMCO. It was felt important that Governments now actively studying the problem continue to do so in preparation for any future inter-governmental action. The Commission, having noted these views of the Governments and the fact that the Oslo Rules had been ratified so far by only three Governments, although recognized by some others, adopted the following resolution.

"Resolution 5

"UNIFICATION OF MARITIME TONNAGE MEASUREMENT

"The Transport and Communications Commission,

"*Having considered* the report by the Secretary-General (E/CN.2/81 and E/CN.2/81/Add. 1) on the results of the inquiry to Governments made in pursuance of Economic and Social Council resolution 227 B (IX) on the unification of maritime tonnage measurement,

"*Taking into account* that the Inter-Governmental Maritime Consultative Organization (IMCO) would be the competent agency to handle this subject, when it has started functioning,

"*Noting* that only three Governments have so far ratified the Convention for a Uniform System of Tonnage Measurement of Ships adopted at the Oslo Conference in 1947,

"*Noting, moreover,* that it appears from the replies of the Governments that a number of countries are not prepared to contemplate unification of maritime tonnage measurement on the basis of the Oslo Rules of 1947,

"*Is of the opinion* that a solution of the problem should be sought on a basis of world-wide uniformity;

"*Resolves* that it would be appropriate to leave the question of inter-governmental action to IMCO when it has started functioning; and

"*Urges* Governments to continue their studies of this problem."

V. Problems of Maritime Shipping affecting Latin America

(Agenda item 5)

The Commission noted a report by the Secretary-General (E/CN.2/83 and Corr. 1-3 and E/CN.2/83/Add. 1) concerning problems of maritime shipping affecting Latin America with particular reference to freight rates. This question had been raised by the Economic Commission for Latin America (ECLA) which, at its first session, had recommended to the Economic and Social Council that the Transport and Communications Commission be asked to study it. Acting on this recommendation the Council had referred the matter to the third session of the Transport and Communications Commission. The Commission had, however, found that it did not have sufficient information at its disposal to enable it to consider the question and had

suggested that an inquiry should be sent to the Latin-American Governments requesting from these Governments their precise views on the problem of maritime shipping, including freight rates, affecting Latin America, so as to enable the Commission to determine the elements of the problem. Such an inquiry had been sent by the Secretary-General on the instructions of the Economic and Social Council. However, only two replies had so far been received, from the Dominican Republic and Ecuador, respectively. The Secretary-General's report contained in addition to the replies from these Governments, information concerning inter-governmental action in the Americas with respect to this question since 1940, with particular reference to the Inter-American Maritime Conference held in Washington in 1940 and the work of the Organization of American States. The question of freight rates is currently under study by the Commission on Commercial Cooperation of the Organization of American States.

The Commission, after considering this report by the Secretary-General, felt that no point would be served in further attempting to consider the problem in the absence of information from the Latin-American countries concerned. Since the problem had been raised by ECLA it was felt that it would be better to leave its consideration to that body or to some other American inter-governmental body which might be in a position to study it. The following resolution was accordingly adopted.

“Resolution 6

“PROBLEMS OF MARITIME SHIPPING AFFECTING
LATIN AMERICA

“The Transport and Communications Commission,

“Taking into consideration the fact that at its third session it was of the view that the information available to the Commission did not constitute a sufficient basis for the examination of the problems of maritime shipping, including freight rates, affecting Latin America,

“Having examined the report by the Secretary-General on this matter (E/CN.2/83 and Corr. 1-3 and E/CN.2/83/Add. 1), prepared in pursuance of the Economic and Social Council's resolution 227 D (IX),

“Noting that the Commission has not been supplied with the precise views of the Governments of the Latin-American countries on the problem, as requested in the Council's resolution,

“Concludes that it has no basis for the fruitful examination of the matter ; and

“Resolves to draw the attention of the Economic and Social Council to its view that the subject “Problems of Maritime Shipping affecting Latin America” should be withdrawn from the agenda of the Commission, and its examination, where appropriate, left to other competent bodies, such, for instance, as the Economic Commission for Latin America or some other appropriate American inter-governmental organization.”

VI. Transport Statistics

(Agenda item 6)

The Commission took note of a report prepared by

the Secretariat for the Transport and Communications and Statistical Commissions (E/CN.2/75-E/CN.3/85). The Economic and Social Council, at its seventh session, acting on a recommendation from the two Commissions, had adopted a resolution instructing the Secretary-General in consultation with specialized agencies and regional commissions concerned, and assisted by such independent experts as he might consider desirable, to make a study of the following problems :

(a) The establishment of economic and technical statistical requirements in the transport field (giving priority to the statistical requirements of an economic nature) ;

(b) The achievement of comparability in the information to be collected ;

(c) Standardization of forms for the collection of this information.

The first part of the study requested by the Council was submitted, as document E/CN.2/53-E/CN.3/54, to the Transport and Communications Commission at its third session and to the Statistical Commission at its fourth session. It dealt with the establishment of economic and technical statistical requirements in the transport field and listed series in the fields of civil aviation, ocean shipping, inland navigation, railways and road transport whose collection was considered basic. The Commissions approved a suggestion that a study of the achievement of comparability with respect to these basic series be undertaken. The document before the Transport and Communications Commission at its present session contained the results of such a study.

Members of the Commission expressed the opinion that the report represented real progress and was in general satisfactory, at the same time making some suggestions with respect to points of detail. The Commission noted the written comments of the members for the Netherlands, the United Kingdom and the United States (E/CN.2/90, E/CN.2/89, E/CN.2/89/Add. 1 and E/CN.2/87). Account was taken also of the statement by the Director of the Statistical Office that the absence of series relating to pipelines from the list of series included in the report of the Secretariat was a matter of timing. The Statistical Office intended, at a later date, to include series under this heading. Two members of the Commission stressed the desirability of extending the list of series relating to road transport suggesting that the problem of developing series in this field might be studied on the basis of sampling. The Commission noted that the written and oral comments at its present session would be taken into consideration by the Secretary-General. While the Commission was in favour of recommending the use of the list of statistical series and the definitions thereof proposed by the Secretary-General, it was of the opinion that some revision of the series and definitions might subsequently be found to be desirable on the basis of experience of Governments. It adopted the following resolution.

“Resolution 7

“TRANSPORT STATISTICS

“The Transport and Communications Commission

"*Recommends* that, where general policy permits, the statistical series listed below be compiled, by each country in which there is traffic of the sort described, on a monthly or annual basis as indicated below, and that the definitions set forth in annex 1 to document E/CN.2/75-E/CN.3/85 be used for the series as far as possible ;

"LIST OF STATISTICAL SERIES

"(It is recommended that those series marked by an asterisk be published on a monthly basis and the remainder on an annual basis.)

For railways

Freight net ton-kilometres performed*
 Passenger-kilometres performed*
 Goods loaded*
 Goods unloaded*
 Goods carried*
 Number of locomotives
 Number of vehicles in the passenger stock
 Number of goods wagons
 Passenger capacity
 Goods capacity
 Total starting draw-bar pull

For inland waterways

Freight net ton-kilometres performed*
 Goods loaded*
 Goods unloaded*
 Number of dumb-barges
 Number of self-propelled cargo vessels
 Number of tugs
 Goods capacity
 Total horsepower

For road transport

Number of private cars
 Number of buses
 Number of lorries
 Passenger capacity
 Goods capacity

For sea-borne shipping

Goods unloaded in coastwise traffic*
 Net registered tonnage of vessels entered with cargo in coastwise traffic*
 Net registered tonnage of vessels cleared with cargo in coastwise traffic*
 Goods loaded in international sea-borne traffic*
 Goods unloaded in international sea-borne traffic*
 Net registered tonnage of vessels entered with cargo in external trade*
 Net registered tonnage of vessels cleared with cargo in external trade*
 Number and gross registered tonnage of (a) passenger vessels, (b) tankers, (c) dry cargo vessels
 Passenger capacity of passenger vessels

For civil aviation

Cargo ton-kilometres performed*
 Mail ton-kilometres performed*
 Passenger-kilometres performed*
 Cargo loaded*
 Cargo unloaded*
 Kilometres flown*
 Number of small passenger aircraft
 Number of large passenger aircraft
 Number of cargo aircraft

"*Requests* that the Secretary-General circulate the definitions mentioned above and a copy of this resolution to the Member Governments of the United Nations, so that they may examine the possibility of producing, for purposes of international comparability, series in substantial agreement with the definitions set forth

(annex 1 to document E/CN.2/75-E/CN.3/85). The experience of Governments in making this examination is to be used by the Secretary-General in order to propose to the Transport and Communications Commission and the Statistical Commission at subsequent sessions changes in the definitions where necessary. After the establishment of the Inter-Governmental Maritime Consultative Organization (IMCO) the definitions proposed for shipping statistics should be reviewed ;

"*Requests* that the Secretary-General circulate the definitions and a copy of this resolution to bodies which publish international transport statistics inviting them to make use of the definitions in the interest of achieving comparability ; and

"*Having in mind* that governmental and non-governmental bodies are studying the definition of figures for operating revenue and expense of railways and civil aviation enterprises,

"*Requests* the Secretary-General to bring this resolution and the relevant suggestions made in annex 1 to document E/CN.2/75-E/CN.3/85 to the attention of the bodies concerned."

VII. Co-ordination of Inland Transport

(*Agenda item 7*)

The Commission noted the report by the Secretary-General on the subject of co-ordination of inland transport (E/CN.2/69 and Corr. 1). This problem had been placed before the Transport and Communications Commission at its second session at the request of the International Labour Organisation (ILO). On the recommendation of the Commission at that session, the Economic and Social Council instructed the Secretary-General to prepare a report for the third session of the Commission using *inter alia* information from various international bodies. This report (E/CN.2/58), which included a preliminary statement by the ICC and information received from the International Union of Railways (UIC) and the Pan-American Railway Congress Association, was considered by the Commission at its third session. The Commission indicated that it would be interested in receiving the completed report of the ICC. At the same time the Commission asked the Secretariat (a) to seek the views of additional organizations in the field of inland transport, indicating in particular the desirability of receiving the views of highway and inland waterway interests or systems, (b) to follow developments in this field, to present the Commission, at its fourth session, with an analysis of the completed studies of the ICC and other bodies, if available, and to advise the Commission on the advisability of making a formal survey with the collaboration of Governments. The Secretariat had accordingly invited comments from a number of international non-governmental organizations in the field of inland transport which had not previously presented their views but the comments of these organizations had not been received up to now. The completed report of the ICC had, however, been received and annexed to the Secretary-General's report. Similarly some further comments of the UIC had been received and annexed. The Secretary-General, furthermore, drew attention to the study which had been undertaken by the Economic Commission for Europe and to

steps taken in various countries with respect to the co-ordination of inland transport since the third session of the Commission.

On the basis of the material reviewed, the Secretary-General's report drew attention to two aspects of the study of the problem of co-ordination of inland transport which might require consideration; firstly, the different forms which the problem might take in economically developed and under-developed countries, that is, while the principle involved is the same in both cases the circumstances of its application are different; secondly, that in approaching the problem of co-ordination internationally a distinction should be made between two questions, namely, (a) the effect on international transport of national measures for the co-ordination of inland transport and (b) the co-ordination of inland transport on the international level. The Secretariat, in conclusion, did not recommend, at this time, an inquiry on this subject by the Secretary-General to Governments on a world-wide basis, preferring to continue to follow the situation at least until the fifth session of the Commission on the basis of (a) information from specialized international transport bodies in the various fields of inland transport, (b) information from regional bodies, (c) information from other sources including national laws and decrees.

Several members of the Commission analysed the elements of the problem of co-ordination. Some members stated their opinion that the principle and goal were the same in all countries, namely, the most economic use of the various forms of transport. The conditions of application of the principle vary from country to country and region to region. The relationship between the national and international treatment of the problem of co-ordination was discussed and the opinion was expressed that the problem, on an international basis, was in part that of harmonization of national co-ordination policies. The Director of the Transport Division of the ECE explained to the Commission the study which had been undertaken by the Inland Transport Committee of the ECE, and drew attention to two somewhat conflicting problems with which the Committee had been faced, the need for Governments to arrive at national co-ordination policies, and the need to avoid the adoption of any national policy which might make international co-ordination impossible. A number of the members of the Commission expressed the view that harmonization of national co-ordination policies should be undertaken on a regional level and that there should also be harmonization between regions. The member for the United Kingdom, however, felt that the international aspects of the problem were not wholly regional and that divergent regional solutions might hamper world trade by according different treatment to the transport of the same commodities. He would have preferred to have the Secretary-General now issue a questionnaire to Governments on a world-wide basis, the replies to which should be analysed by the Secretariat with the assistance of outside experts. He submitted a questionnaire which might be used as a guide in this connexion (E/CN.2/91). The Commission, however, did not feel that the Secretary-General should query Governments at this time.

The Commission meanwhile heard the representative of the ILO state that the fourth session of the Inland

Transport Committee of the ILO, which will meet probably in the first half of 1951, has on its agenda an item concerning labour problems affecting the co-ordination of inland transport.

The Commission concluded its discussion and, with the exception of the member for the United Kingdom, adopted the following resolution.

“Resolution 8

“CO-ORDINATION OF INLAND TRANSPORT

“The Transport and Communications Commission

“Takes note of the Secretariat's report on the co-ordination of inland transport (E/CN.2/69 and Corr. 1);

“Requests the Secretariat

*“1. To continue to study the problem and to follow the situation with respect to its treatment on the international and national levels on the basis *inter alia* of*

“(a) Information from specialized international transport bodies in the various fields of inland transport,

“(b) Information from regional economic commissions and other regional bodies,

“(c) Information from other sources including national regulations, laws, and decrees;

“2. To report to the fifth session of the Transport and Communications Commission concerning developments, and to recommend to the Commission whether, and in what form, consultation with Governments should take place concerning this problem; and

“Recommends to the Economic and Social Council that it

“1. Request the regional economic commissions of the Council which have not already done so to study the question of the co-ordination of inland transport in their regions;

“2. Request the Secretary-General to arrange an exchange among the various regional economic commissions of their studies of the problem of co-ordination of inland transport.”

VIII. International Road Transport

(Agenda item 8)

The Commission took note of the Secretary-General's report on International Road Transport (E/CN.2/76 and Corr. 1, E/CN.2/76/Add. 1 and 2). The United Nations Conference on Road and Motor Transport had been held in Geneva in August-September 1949 and had concluded, as its principal instruments, a Convention on Road Traffic and a Protocol on Road Signs and Signals. With respect to the subject of road signs and signals, the Conference had been unable to come to an agreement on a world-wide basis as it had not been possible to reconcile the differences between the system in use in Europe and, with modifications, in a number of Asian and African countries, with that which was in use in the United States and, with variations, in much of the Western Hemisphere. The Conference had ac-

cordingly opened for signature the Protocol on Road Signs and Signals embodying a revision of the 1931 European Convention on Road Signs and Signals and at the same time, in its Final Act, recommended to the Economic and Social Council that the effort be continued to secure the establishment of a uniform system on a world-wide basis, and that the Transport and Communications Commission, assisted by experts, be entrusted with the task of studying this problem and of advising the Council on the further steps which should be taken subsequently to reach such a world-wide uniform system. The Conference also recommended that the Transport and Communications Commission review, periodically, developments concerning international road transport, and on the basis of these reviews advise the Economic and Social Council on what further international action is desirable whether by conference or otherwise.

The Council, at its tenth session, had endorsed both of these recommendations of the Conference. In so doing the Council had before it a statement of the financial implications based upon a suggestion that the Transport and Communications Commission be assisted in the task of reviewing the problem of a uniform system of road signs and signals by a number of experts, not exceeding seven, who should meet once in 1950 for not more than one month and, if necessary, once or twice in 1951.

The Secretary-General's report also summarized the developments with respect to those further problems relating to international road transport which had been brought to the attention of the Commission at its third session, in particular, customs formalities, civil liability and compulsory insurance, fiscal charges, freedom of movement in international commercial road transport, and the road transport contract. With reference to the question of customs formalities, the Commission was informed of the conclusion, in June 1949 under the auspices of the ECE, of an Agreement for the Provisional Application of the Draft International Customs Conventions on Touring, on Commercial Road Vehicles and on the International Transport of Goods by Road.

Members of the Commission, having considered the Secretary-General's report, suggested that the following problems in addition to those which had already been mentioned should be included in the Secretary-General's next report to the Commission on the subject of international road transport, for the information of the Commission:

- (a) Driver-licensing regulations and practices;
- (b) Right or left traffic rule;
- (c) Motor car headlamp requirements;
- (d) Road development in under-developed areas;
- (e) Transport of dangerous goods.

It was suggested that the last problem should be studied with regard not only to road transport but simultaneously with regard to transport by sea and air.

The Commission adopted the following resolution on international road transport.

“Resolution 9

“INTERNATIONAL ROAD TRANSPORT

“The Transport and Communications Commission

“Notes the report of the Secretary-General (E/CN.2/76 and Corr. 1, E/CN.2/76/Add. 1 and 2) summarizing developments since the third session of the Commission in the field of international road transport;

“Expresses its satisfaction with the conclusion by the United Nations Conference on Road and Motor Transport of the Convention on Road Traffic and the Protocol on Road Signs and Signals and with the conclusion under the auspices of the Economic Commission for Europe of the Agreement for the Provisional Application of three draft international customs conventions;

“Recommends that the Economic and Social Council bring to the attention of Governments invited to attend the United Nations Conference on Road and Motor Transport the desirability of ratifying the Convention on Road Traffic at an early date;

“Is of the opinion that no international action of a world-wide character except with respect to unification of road signs and signals dealt with in resolution 10 adopted by the Commission at its present session need be initiated pending review of the situation by the Commission at its fifth session.”

In discussing the question of the experts who were to study the problem of a uniform world-wide system of road signs and signals, members of the Commission stressed the need for a knowledge of local conditions in all parts of the world. It was envisaged that experts conversant with conditions in the following regions would be designated: Africa, Asia and the Far East, Europe, the Middle East, North America and South America.

The Commission adopted the following resolution.

“Resolution 10

“UNIFORM SYSTEM OF ROAD SIGNS AND SIGNALS

“The Transport and Communications Commission,

“Having been entrusted by the Economic and Social Council in resolution 272 (X) with the task of reviewing, with the assistance of such experts as may be needed, the problem of establishing a common world-wide system of road signs and signals, and of advising the Council on the further steps which should be taken subsequently to reach such world-wide agreement on a uniform system, and

“Having noted that the Council in adopting its resolution had before it a statement by the Secretary-General of the financial implications of this decision based on a suggestion that the Transport and Communications Commission be assisted in the task by not more than seven experts who should meet once in 1950 for not more than one month and if necessary once or twice in 1951,

“Requests the Secretary-General in consultation with the Chairman of the Commission to designate not more than seven experts with particular knowledge covering

conditions in the various geographical regions of the world who should meet for the purpose of

“(1) Studying the problem of devising a unified world-wide system of road signs and signals, and

“(2) Preparing a draft convention embodying such a system;

and should report to the fifth session of the Transport and Communications Commission on their progress;

“*Expresses* the hope that, while the matter is under consideration by the experts and the Commission, Governments will not take any action which will prevent them from accepting a unified system of road signs and signals on a world-wide basis.”

IX. Application of Certain Non-Governmental Organizations for Consultative Status

(Agenda item 9)

The Economic and Social Council, at its ninth session, requested the Transport and Communications Commission to advise it on the applications of the following organizations for consultative status:

The Inter-American Federation of Automobile Clubs,
The International Road Federation,

The Permanent International Bureau of Motor Manufacturers.

The Commission had before it a report by the Secretariat containing information concerning these organizations.

With reference to the Inter-American Federation of Automobile Clubs, the opinion was expressed in the Commission that this was a regional organization composed of national bodies which were associated with world-wide organizations, namely the International Touring Alliance (AIT) and/or the International Automobile Federation (FIA), already having consultative status. The Commission decided not to recommend this organization for consultative status. In the case of the International Road Federation it decided to recommend that consultative status be granted. The Commission was unable to come to a conclusion concerning the application of the Permanent International Bureau of Motor Manufacturers, as doubts were expressed concerning the scope of its membership, and it decided to postpone the question until its fifth session. It concluded by adopting the following resolution.

“Resolution 11

“APPLICATION OF CERTAIN NON-GOVERNMENTAL ORGANIZATIONS FOR CONSULTATIVE STATUS

“The Transport and Communications Commission,

“Having been requested by Economic and Social Council resolution 263 C (IX) to advise the Council on the application of the following non-governmental organizations:

“Inter-American Federation of Automobile Clubs,

“International Road Federation,

“Permanent International Bureau of Motor Manufacturers,

“Having examined the Secretary-General’s report (E/CN.2/80 and Add. 1 and 2) containing information concerning these three organizations,

“Recommends to the Economic and Social Council that consultative status be granted to the International Road Federation;

“Does not recommend the granting of consultative status to the Inter-American Federation of Automobile Clubs;

“Not having found it possible at the present stage to reach a conclusive decision on the case of the Permanent International Bureau of Motor Manufacturers (PIBMM),

“Resolves to postpone consideration of this case to its fifth session; and

“Requests the Secretariat to report to the fifth session of the Commission any further information which may be available concerning the PIBMM.

X. Any Other Business

(Agenda item 11)

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

The Commission adopted a proposal by the United States member, amended by the member for Egypt, recommending the adoption by the Council of a resolution on the implementation of the decisions of the Atlantic City Telecommunication Conferences of 1947. The resolution is included at the end of the present report in draft resolution K for the Council.

(b) ECONOMIC DEVELOPMENT OF UNDER-DEVELOPED COUNTRIES

The Commission heard a statement by the Chairman concerning resolution 268 (X) of the Economic and Social Council, at its tenth session, on the subject of the economic development of under-developed countries which expressed the hope that the Commissions of the Economic and Social Council would put forward specific recommendations concerning further international and national action to promote economic development of under-developed countries. The Chairman recalled that the Transport and Communications Commission had given serious consideration to the transport problems of economically less developed regions and had met with a measure of success in promoting activities designed to aid such regions. He referred to recommendations made at the first session for studies of regional organization in the field of inland transport in Asia and the Far East and in the Americas. This had been followed at the second session by a resolution recommending a meeting of inland transport experts of Asia and the Far East which had resulted in the ECAFE meeting of inland transport experts which met in October 1949 and which originated an extensive programme looking toward the development of inland transport in the region. Also at the second session a resolution had been adopted, recom-

mending that the question of inland transport problems in the Americas be studied by ECLA. At the same session the Commission had recommended the holding of a meeting of inland transport experts within the framework of the proposed Middle East Commission. The Economic and Social Council had postponed consideration of this recommendation along with that for the establishment of a Middle East Commission until 1951. Another recommendation of the Commission at its second session, that a study of inland transport organization in Africa should be undertaken, was not acted on by the Council.

(c) **PROLIFERATION AND OVERLAPPING OF THE PROGRAMMES OF THE UNITED NATIONS AND THE SPECIALIZED AGENCIES**

The Commission heard a statement by the Chairman in which he drew attention to the resolutions adopted by the General Assembly (310 (IV)) and the Economic and Social Council (259 (IX)), which dealt respectively with proliferation and overlapping of the programmes of the United Nations and the specialized agencies and with relations with and co-ordination of specialized agencies. The Assembly's resolution envisaged increasing simplification of the structure and relationship of the inter-governmental organizations resulting in improvement of efficiency and reductions of cost, while that of the Economic and Social Council requests the Secretary-General to report concerning the more important results achieved through co-operation with the specialized agencies on questions of substance. The Chairman expressed the opinion that these resolutions would be noted with special interest by the Transport and Communications Commission which exercises its functions in a wide field in which a number of specialized agencies, inter-governmental and non-governmental organizations and United Nations regional economic commissions play a role. On behalf of the Commission he felt that it could justly be claimed that the Commission was careful to ensure that new activities were initiated only if strictly necessary. Furthermore, it was the invariable practice of the Commission to consider carefully which were the most appropriate bodies in the field of transport and communications for carrying out projected activities. He thought that the Commission had consistently sought to diminish any tendency to duplication or overlapping in the tasks discharged by the various organizations in the transport and communications field, and has itself taken over only problems which were not covered by the terms of reference of other organizations. The two resolutions would, however, serve as a useful reminder that the continuing duty of ensuring proper co-ordination of work in the transport and communications field is one of the more important enjoined upon the Commission.

(d) **REGIONAL ORGANIZATION IN THE FIELD OF INLAND TRANSPORT**

The Chairman drew the attention of the Transport and Communications Commission to the fact that a review of the position of the regional economic commissions is due to take place in 1951, with a view to the possible consequences of such a review for the inland transport committees as subsidiary bodies of these commissions.

Taking into consideration the great value the Commission has always attached to inland transport bodies with a regional sphere of activity—even before regional economic commissions were established—the Chairman, on behalf of the Commission, expressed confidence that the Commission would be consulted by the Economic and Social Council before any decision involving the future of inland transport bodies were taken.

XI. Draft Resolutions recommended for Adoption by the Economic and Social Council

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 determined the Commission to propose these draft resolutions may be found in the preambles to the relevant resolutions of the Commission itself, which are reproduced in the preceding sections of this report.

“A

“The Economic and Social Council

“Takes note of the report of the fourth session of the Transport and Communications Commission.

“B

“SITUATION IN RESPECT OF RATIFICATION OF THE CONVENTION ON THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION

“The Economic and Social Council,

“Noting that the Transport and Communications Commission at its third session drew attention to the fact that the solution of various urgent and important problems affecting international transport would be greatly facilitated when the Inter-Governmental Maritime Consultative Organization (IMCO) had started functioning, and

“Noting that the Commission at its fourth session, again drew attention to the fact that IMCO had not yet come into being, and concluded that IMCO is the appropriate agency for the handling of further important and urgent problems such as the unification of maritime tonnage measurement and the pollution of sea water,

“Instructs the Secretary-General to draw the attention of Member Governments to the fact that the handling of these problems is dependent upon the establishment of IMCO, and that therefore an early establishment of IMCO is desirable.

“C

“POLLUTION OF SEA WATER

“The Economic and Social Council

“Transmits to the Members of the United Nations the Secretary-General's report on the pollution of sea water by oil (E/CN.2/68);

“Instructs the Secretary-General to request the views of Member Governments on the following points:

“(a) Whether, pending the establishment of the

Inter-Governmental Maritime Consultative Organization, preliminary action should be taken;

“(b) If so, what would be the best procedure to follow;

“(c) In particular whether the convening of a meeting of competent governmental experts would be the appropriate procedure;

“(d) Whether the Draft Convention on the Pollution of Sea Water by Oil prepared in 1935 under the auspices of the League of Nations could serve as a working basis for the consideration of the problem;

“(e) Whether the scope of the examination of the problem should be extended to cover the possible future pollution of sea water by atomic waste from fuel which may be used by ships;

“(f) Whether they would wish to give priority to the consideration of any one of the several consequences of the pollution of sea water;

“Invites the Member Governments which possess the technical facilities to do so to undertake research studies on this problem forthwith, and to establish between them such collaboration as might be useful and possible.

“D

“BARRIERS TO THE INTERNATIONAL TRANSPORT OF GOODS

“The Economic and Social Council,

“Noting the statement of the Transport and Communications Commission in its resolution 4A that direct international action with respect to the problem of barriers to the international transport of goods, such as the convening of a conference, cannot be undertaken immediately since the International Trade Organization, within whose competence the matter would primarily fall, has not started to function,

“Urges the Members of the United Nations and all other interested Governments to continue consideration, bearing in mind all possible interests, of national measures consistent with the principles of the Charter of the International Trade Organization for the simplification of customs and related formalities constituting barriers to the international transport of goods.

“E

“BARRIERS TO THE INTERNATIONAL TRANSPORT OF GOODS

“The Economic and Social Council

“Decides to convey to the Council of the International Civil Aviation Organization its satisfaction on and approval of the initiative demonstrated by that Organization and the results so far attained in alleviating the barriers to international transport by air; and

“Urges all Governments to take whatever further action is necessary as soon as possible to apply wherever feasible ICAO's Standards and Recommended Practices on the Facilitation of International Air Transport; to eliminate as many deviations as possible at an early date; and for those deviations which cannot be eliminated immediately to continue to work together through ICAO to find a basis for eventual full agreement.

“F

“PROBLEMS OF MARITIME SHIPPING AFFECTING LATIN AMERICA

“The Economic and Social Council,

“Taking account of the view of the Transport and Communications Commission expressed in resolution 6 that ‘the subject “Problems of Maritime Shipping affecting Latin America” should be withdrawn from the agenda of the Transport and Communications Commission, and its examination, where appropriate, left to other competent bodies’,

“Endorses this view.

“G

“TRANSPORT STATISTICS

“The Economic and Social Council

“Takes note of the progress achieved in the study of Transport Statistics in accordance with Council resolution 147 H (VII) which is indicated in resolution 7 of the Transport and Communications Commission.

“H

“CO-ORDINATION OF INLAND TRANSPORT

“The Economic and Social Council

“Requests the regional economic commissions which have not already done so to study the question of the co-ordination of inland transport in their regions, and

“Instructs the Secretary-General to arrange an exchange among the various regional economic commissions of their studies of the problem of co-ordination of inland transport.

“I

“INTERNATIONAL ROAD TRANSPORT

“The Economic and Social Council

“Decides to draw to the attention of Governments which were invited to attend the United Nations Conference on Road and Motor Transport the desirability of ratifying the Convention on Road Traffic at an early date.

“J

“APPLICATION OF CERTAIN NON-GOVERNMENTAL ORGANIZATIONS FOR CONSULTATIVE STATUS

“(The Transport and Communications Commission's opinion on this matter may be found in resolution 11 of the fourth session of the Commission, which the Economic and Social Council might wish to forward for consideration to its Committee on Non-Governmental Organizations.)

“K

“IMPLEMENTATION OF THE DECISIONS OF THE ATLANTIC CITY TELECOMMUNICATION CONFERENCES OF 1947

“The Economic and Social Council,

“*Mindful* of its role as a co-ordinating organ of the United Nations in the field of transport and communications,

“*Recalling* its active participation in the calling of the Atlantic City Telecommunication Conferences of 1947, which resulted in the modernization of the organizational structure of the then existing Telecommunication Union to meet the exigencies of telecommunications in the modern world, including the establishment of an engineered international List of Frequencies and the creation of the International Frequency Registration Board (IFRB).

“*Recalling* the resolution adopted by the International Radiocommunication Conference of Atlantic City (1947), that ‘the date upon which the new International Frequency List shall become effective shall be the subject of a recommendation of the PFB to the Special Conference taking into consideration the urgent need for implementation which should be commenced, if possible by 1 September 1949’,

“*Noting* that this Special Conference could not meet on the date specified due to various difficulties and delays in the work of different Conferences dealing with the matter,

“*Aware that* communications by radio may become thoroughly disrupted through interference if the Ex-

traordinary Radio Conference to approve the international List of Frequencies called by the International Telecommunication Union (ITU) for 1 September 1950 is not successful in the task of effecting an orderly arrangement of radio frequencies, which was entrusted to it by the Atlantic City Telecommunication Conferences as well as by the Administrative Council of the ITU,

“*Conscious that* such disruption will be highly detrimental to existing services especially in the fields of aviation, shipping, point-to-point radio-telegraphy and radiotelephony, safety-aids to navigation, broadcasting, and police and security services which, in turn, will have the most adverse effect in the fields of economics, culture, education and health, which are specifically entrusted to the Council under Article 62 of the Charter,

“*Resolves* to direct the Secretary-General to bring the foregoing considerations to the attention of all the Members of the United Nations, requesting those of them which attend the Extraordinary Radio Conference to give this matter the most careful consideration at the highest policy level and to direct their representatives at the Conference to take steps to ensure that the Conference shall reach a successful conclusion without unnecessary delay, which can only be brought about by a broad, co-operative and realistic approach to the problems.”

ANNEX

Agenda of the fourth session of the Transport and Communications Commission

1. Adoption of the agenda.
2. Election of the officers of the Commission.
3. Barriers to the international transport of goods (decision of the Economic and Social Council, ninth session: resolution 227 C(IX)).
4. Unification of maritime tonnage measurement (decision of the Economic and Social Council, ninth session: resolution 227 B(IX)).
5. Problems of maritime shipping affecting Latin America (decision of the Economic and Social Council, ninth session: resolution 227 D(IX)).
6. Transport statistics (decision of the Economic and Social Council, seventh session: resolution 147 H(VII), and of the third session of the Commission: resolution 6).
7. Co-ordination of inland transport (decision of the Economic and Social Council, seventh session: resolution 147 I(VII), and of the third session of the Commission: resolution 7).
8. International road transport:
 - (a) Results of the United Nations Conference on Road and Motor Transport (including recommendations of the Conference contained in its Final Act relating to future action by the Commission, to be considered by the Economic and Social Council at its tenth session);
 - (b) Uniform system of road signs and signals;
 - (c) Further problems relating to international road transport.
9. Application of certain non-governmental organizations for consultative status (decision of the Economic and Social Council, ninth session: resolution 263 C(IX)):
 - (a) Inter-American Federation of Automobile Clubs;
 - (b) International Road Federation;
 - (c) Permanent International Bureau of Motor Manufacturers.
10. Communications by the Secretariat:
 - (a) Passports and frontier formalities (decision of the Economic and Social Council, ninth session: resolution 227 F(IX));
 - (b) Travel questions—further developments (decision of the Economic and Social Council, fourth session: resolution 35(IV));
 - (c) Developments in the field of inland transport within the framework of the United Nations regional economic commissions (information by the Secretariat);
 - (i) Europe,
 - (ii) Asia and the Far East,
 - (iii) Latin America;
 - (d) Developments in the field of inland transport in the Middle East (information by the Secretariat);
 - (e) Developments in the field of inland transport in Africa (information by the Secretariat);
 - (f) Co-ordination of the activities of specialized agencies in the field of transport and communications (information by the Secretariat);
 - (g) Situation in respect of ratification of the Convention on the Inter-Governmental Maritime Consultative Organization (information by the Secretariat);
 - (h) Pollution of sea water by oil (information by the Secretariat);
 - (i) Provisional Trusteeship Questionnaire—further developments (information by the Secretariat);
 - (j) *Transport and Communications Review* (information by the Secretariat).
11. Any other business.
12. Adoption of the report to the Economic and Social Council.