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**President:** Mr. Mohammad MIR KHAN (Pakistan).

**Present:**

The representatives of the following countries: Argentina, Brazil, Canada, China, Dominican Republic, Egypt, Finland, France, Greece, Indonesia, Mexico, Netherlands, Pakistan, Poland, Union of Soviet Socialist Republics, United Kingdom of Great Britain and Northern Ireland, United States of America, Yugoslavia.

Observers from the following countries: Albania, Belgium, Bulgaria, Chile, Czechoslovakia, Hungary, India, Israel, Japan, Philippines, Romania, Saudi Arabia, Venezuela.

The representatives of the following specialized agencies: International Labour Organisation, United Nations Educational, Scientific and Cultural Organization, World Health Organization.

## AGENDA ITEM 8

**Development of international travel, its present increasing volume and future prospects (E/2933 and Add.1 to 8, E/2948)**

1. Mr. OSMAN (Egypt) pointed out the Council had first studied the question of the development of international travel at its nineteenth session. He wished to describe the action his country had taken on the recommendations made by the Council on that subject in its resolution 563 (XIX).

2. Egypt was extremely well placed with regard to international travel and the revenue it derived from that source had increased steadily during recent years: £ (Egyptian) 10 million in 1952, £18 million in 1954 and £23 million in 1955. In 1956, owing to the aggression against Egypt, the figure had been only £20 million; in October 1956, however, tourist traffic had increased by 26 per cent as compared with the corresponding month of 1955.

3. In accordance with paragraph 1 (b) of resolution 563 (XIX), Egypt had taken steps to develop the hotel industry, in particular by means of long-term loans. The system of roads had been extended and tourist facilities had been expanded by every means possible. In compliance with paragraph 1 (c), the Egyptian

Government had reorganized its department of tourism and had opened many local offices. Similarly, many steps had been taken in order to carry out the recommendation in paragraph 1 (d), as could be seen from the communication from the Government of Egypt (E/2933/Add.4 and Corr.1). Lastly, in pursuance of the recommendation in paragraph 1 (e), Egypt had taken part in numerous international discussions and, on 4 April 1957, had ratified the International Convention concerning Customs Facilities for Touring, the Additional Protocol thereto and the Customs Convention on the Temporary Importation of Private Road Vehicles.

4. In December 1953, the official Egyptian Tourist Department had set up a special section to deal with tourist travel statistics. For that reason, Egypt particularly welcomed resolution 6 of the Transport and Communications Commission (E/2948, para. 72), which would allow valuable exchanges of information on tourist travel. He expressed the hope that the Transport and Communications Commission would continue to study the question of international travel.

5. Mr. BRAVO CARO (Mexico) stressed the importance of tourism for his country, which had derived \$490 million from it in 1956. As that revenue allowed Mexico, *inter alia*, to increase its imports, it followed with profound interest all measures designed to develop and facilitate tourism. The Mexican delegation would certainly vote for the draft resolution (E/2948, para. 111, draft resolution F) submitted on that subject.

6. Mr. SUCHTELEN (Netherlands) noted with satisfaction that all members of the Council were determined to encourage international travel, which contributed to the development of friendly relations among nations, in accordance with Article 1, paragraph 2, of the United Nations Charter. It was gratifying that, owing to improvements in methods of transportation, the rise in general prosperity and the institution of paid holidays, it had been possible for tourism to make such strides since the beginning of the century.

7. The Netherlands Government recognized not only the social and cultural significance of tourism but also its economic and financial importance. However, it intended to confine itself to the creation of conditions favouring travel and the encouragement of private initiative. The Government of the Netherlands Antilles, for which tourism was one of the principal sources of revenue, had instituted an extensive programme of hotel and touring development; the Government of Surinam was taking similar steps.

8. In the Netherlands, the Government was concerned at the restrictions placed on international road passenger transport. As was apparent from the communication from the Netherlands concerning the development of international travel (E/2933/Add.6) certain countries were still reluctant to grant the motor-coach the same facilities as other means of transport. He hoped that international co-operation would help to remove the

obstacles which still impeded the harmonious development of road and air traffic.

9. Mr. GOZARD (France) noted that tourism had always engaged the attention of the French Government, which had followed a very liberal policy in favour of the simplification and, in some cases, even the elimination of formalities. He was glad to note from the Secretary-General's report (E/2933 and Add.1 to 8) that progress had been made in that respect since the Council's nineteenth session, especially in Europe. An important conference on African tourism would be held in Réunion in 1958 to enable Africa to enjoy a share in the economic, social and cultural benefits of touring.

10. He congratulated the Secretary-General on his report and, in particular, on the stress it laid on international touring statistics. He hoped that the Transport and Communications Commission would assume responsibility for exchanges of information on touring and that countries which had not yet done so would reply to the questionnaire sent them by the Secretary-General.

11. In France, the number of foreign tourists, which had been 4 million in 1955, had risen to 4,300,000 in 1956, while the number of Frenchmen travelling abroad was continually increasing. He gave an assurance that petrol restrictions would in no way hamper foreign tourists in France. An allocation of 400 litres for ten days was granted to each tourist and a larger allocation could be given in certain circumstances. Moreover, the third tourist development plan made provision for a large increase in the number of new rooms and modernized rooms. Measures had also been taken to develop collective travel, the advantages of which had been shown by the studies carried out by the United Nations Educational, Scientific and Cultural Organization (UNESCO).

12. He expressed the hope that international travel would, thanks to the peaceful attitude of Governments and peoples, continue to develop, to the intellectual and moral benefit of all.

13. Mr. ARKADEV (Union of Soviet Socialist Republics) pointed out that touring was very important since it facilitated reciprocal knowledge of the economic and social life of the various countries. The Soviet Government was endeavouring to increase tourist traffic both to and from the USSR. Since 1953, more and more tourists had visited the Soviet Union mainly because of the facilities offered them. Tourists could obtain roubles at the rate of ten to the dollar instead of at the official rate of four to the dollar. Since 1957, tourists could enter the USSR with their own cars. Reduced rates were offered to visiting students and workers, who were accommodated in premises owned by Soviet trade unions. In 1956, nearly 20,000 Soviet tourists had gone abroad while 30,000 tourists had visited the USSR, as compared with only 6,000 in 1955. Organized travel arrangements had enabled Soviet tourists to visit Europe, especially by sea. In the USSR, customs formalities upon entry had been reduced to a minimum. The tourist hotels were very comfortable and run by skilled staff. The Intourist agency had established contact with travel organizations in many countries. Negotiations were under way with a view to linking Berlin, Paris and London directly with Peking, via the USSR, in 1957. The Odessa-Alexandria route would be inaugurated in June 1957 and new routes were planned. The other socialist countries were also engaged in pro-

moting tourism. It was gratifying to note the development of tourism, which was an important form of co-operation between peoples and which would certainly do much to improve international relations.

14. His delegation would vote for the draft resolution before the Council (E/2948, para. 111, draft resolution F).

15. Mr. DRAGO (Argentina) congratulated the Secretary-General on his report (E/2933 and Add.1 to 8), which emphasized the increasing part played by travel throughout the world.

16. In April 1956, the Government of Argentina had established a national department of tourism through which it had soundly organized the various services concerned with tourism. The department was carrying out a programme for the expansion of the hotel industry and of facilities for travellers. An appropriation of 36 million pesos had been granted in 1956 for the construction of new hotels; one was being built in Buenos Aires which would cost \$7 million. Measures had also been adopted to simplify frontier and customs formalities.

17. The Argentine delegation endorsed the conclusions in paragraph 32 of the Secretary-General's report (E/2933) and would vote for the draft resolution submitted to the Council (E/2948, para. 111, draft resolution F).

18. Mr. AHMED (Pakistan) noted with satisfaction that international travel was assuming increasing significance and that the development of contacts between peoples of different countries was helping to promote greater understanding and improved relations among nations.

19. International travel was also a substantial source of foreign exchange earnings, particularly for some smaller countries. International travel and visits abroad by persons seeking investment markets also facilitated the flow of capital.

20. The task of advising the Council on matters of international travel had been entrusted to the Transport and Communications Commission under Economic and Social Council resolution 35 (IV). The Pakistan delegation would accordingly have preferred the subject to be dealt with more fully and in less inconclusive terms in the Commission's report. It trusted that the Council would reaffirm its position on the development of international travel and request the Commission to give the matter its close attention. The Secretary-General's report (E/2933 and Add.1 to 8) contained a useful compilation of various measures taken by different countries to promote international travel. Pakistan had adopted a number of the recommendations of the Meeting of Experts on the easing of passport and visa formalities and customs procedures. Moreover, the Pakistan Government was constantly exploring the possibility of concluding arrangements with various countries to facilitate the passage of tourists. A special department had been established to assess the country's tourist facilities and possibilities. A preliminary survey had already resulted in a short-term plan for tourist development and a long-term plan was being prepared.

21. A lack of funds and technical experience prevented the under-developed countries from improving their system of communications, building modern hotels and publishing guide-books and other travel literature. Pakistan would welcome foreign private interests pre-

pared to offer the Government the benefit of their own experience.

22. While the draft resolution before the Council (E/2948, para. 111, draft resolution F) was generally acceptable to the Pakistan delegation and would receive its support, the words "appears adequate to meet present requirements" in the third paragraph of the preamble appeared to prejudice the Council's decision. The "existing international organizational machinery" might perhaps be improved. He therefore proposed the deletion of the third paragraph of the preamble to the draft resolution.

23. Moreover, in operative paragraph 3, the Commission and the Secretary-General were requested "to follow developments in the field of travel and to report to the Council any matters which would make its further action desirable". That wording was somewhat too vague. He would suggest a more positive wording in which the Council would request the Commission to give the matter its immediate attention and to report on its work by a specific date.

24. Mr. BLAU (United States of America) said that the United States, which was the chief "producer" of international travel in the world, was greatly interested in the development of international travel. Travel by Americans in foreign countries had been steadily increasing, as had the number of foreigners visiting the United States of America. Tourist travel had a considerable influence on the balance of payments: in 1956 American tourists had spent \$1,750 million abroad and foreign residents visiting the United States some \$700 million. Even more important, the increase in international travel reflected the increasing degree to which the peoples of the world were getting to know one another better.

25. The item under consideration had been placed on the Council's agenda for the first time in March 1955 on the initiative of the United States.<sup>1</sup> In its resolution 563 (XIX), the Council had drawn the attention of all countries to the importance of international travel in its economic, social and cultural aspects. Acting on that resolution, thirty-five countries had submitted information, which had been assembled in the note by the Secretary-General and the addenda to it (E/2933 and Add.1 to 8). That comprehensive report would be of great value to the Governments of Member States. It showed that the importance of international travel in modern life was universally recognized and that Governments were endeavouring to promote the flow of travel.

26. After considering that report, the Transport and Communications Commission had unanimously adopted the draft resolution before the Council (E/2948, para. 111, draft resolution F). The United States delegation strongly supported that draft resolution.

27. Mr. SCOTT FOX (United Kingdom) observed that people were travelling more either of necessity or for pleasure. Travel was no longer a privilege enjoyed by the few, since people of all classes could now engage in it. However, unnecessary restrictions should be removed. Accordingly, the United Kingdom Government, like many other Governments, had in recent years concluded agreements designed to simplify the formalities to which travellers were subjected, since it recognized the importance of international travel and pursued a

policy of promoting the development of tourism. It attached much importance to the whole question, as might also be seen from the subsidies which it had granted to the British Travel and Holidays Association. The number of visitors to Great Britain had more than doubled during the past ten years. In 1956, more than one million foreign tourists had spent £120 million in the United Kingdom. The increase in the number of British tourists abroad was an equally satisfactory development.

28. The United Kingdom delegation had found useful information in the note by the Secretary-General (E/2933 and Add.1 to 8), in particular it endorsed the conclusions set out in paragraph 32 of the report. In that connexion, he wished to point out that there was already some duplication in the activities of the international agencies with tourism. The Secretary-General had failed to mention the Organization for European Economic Co-operation (OEEC). The Tourism Committee of the OEEC had held two full meetings in each of the years 1955 and 1956, and during the same period the Committee's working parties had also held several meetings. The United Kingdom had participated in their work and progress had been achieved.

29. The United Kingdom, together with France and the United States, had sponsored the resolution approved unanimously by the Transport and Communications Commission at its eighth session (E/2948, para. 72; resolution G). He hoped that the Council would adopt the draft resolution (E/2948, para. 111, draft resolution F) and thus help to increase the benefits resulting from the development of international travel.

30. Mr. DE MARCHENA (Dominican Republic) said that his Government was increasingly concerned with tourism and maintained close relations with the international organizations concerned with that industry. It had established a national department of tourism which had been very active, especially in the past three years. An appropriation of \$20 million had been made for hotel improvement; the Dominican Republic, which geographically was very well situated (five and a half hours from New York by air), had the three most modern hotels in the Antilles and Latin America. Apart from beach resorts, it had cultural attractions, including a national symphony orchestra, folk singers, and the Viceroy's Palace, built in 1540, which would be opened to the public in October 1957 as a library of historical documents covering the entire region. The Dominican Republic wished to acquaint its visitors with the civilization it had inherited from Spain.

31. With respect to travel facilities, he pointed out that the laws governing tourist transit had been greatly liberalized. Bilateral agreements had been concluded with other countries in the matter of visas. The regulations governing the temporary importation of motor-cars were being revised and the period during which both tourists and vehicles were allowed to stay in the country was to be extended.

32. The delegation of the Dominican Republic welcomed the Secretary-General's note (E/2933 and Add.1 to 8). A number of the ideas it set forth had already been given practical effect by the Dominican Government. The development of international travel would contribute to the improvement of international relations and thus strengthen the real basis of world peace.

33. Mr. GILMOUR (Canada) congratulated the Secretariat on its comprehensive report (E/2933 and

<sup>1</sup> See *Official Records of the Economic and Social Council, Nineteenth Session, 837th meeting.*



Add.1 to 8) and said that his delegation supported the draft resolution submitted to the Council by the Transport and Communications Commission (E/2948, para. 111, draft resolution F).

34. The Canadian tourist trade was mostly with the United States. The number of border crossings each year, including crossings by commuters, was now 27 million, 7 million of that number representing crossings by different individuals. Until 1951, the currency brought in by tourists from the United States had offset the deficit in the balance of payments. Since 1956, however, Canadian tourists spent more abroad than United States nationals spent in Canada.

35. In 1934, Canada had established a Government Travel Bureau and there was now also a travel organization in each province. Those bodies worked in collaboration and maintained liaison with the railways and other organizations concerned with tourism.

36. In recent years, the visa regulations had been revised. Each year, new names were added to the list of countries whose nationals could obtain visas free of charge. Canada imposed no restrictions on the import of currency and there were many currency exchange offices for the tourist's convenience. As far as customs were concerned, the Canadian authorities were constantly trying to simplify the formalities.

37. The Canadian delegation felt that all countries should be encouraged to give wide publicity to their regulations governing tourist traffic. The diffusion of such information would contribute to the further development of international travel.

38. Mr. SUWASTOJO (Indonesia) regretted that so many countries had not replied to the questionnaire on travel since their replies would have enhanced the value of the report of the Secretary-General (E/2933 and Add.1 to 8).

39. Indonesia was well aware of the advantages to be derived from the development of international travel especially as a means of improving balances of payment. Indonesia had unfortunately encountered certain difficulties, which had prevented it from utilizing that source of revenue to the full. The Government nevertheless proposed to develop the country's tourist facilities, such as hotels, transport and communications, and to ease the visa and passport regulations. In that particular field, however, Indonesia was still only at the initial stage and would therefore gladly accept any aid or technical assistance which might be offered in the development of its tourist industry. Accordingly, his delegation whole-heartedly endorsed the Secretary-General's conclusions, especially those appearing at the end of paragraph 32 of his report.

40. Indonesia supported without reservation the resolution submitted by the Transport and Communications Commission (E/2948, para. 111, draft resolution F).

41. In conclusion, he expressed the gratitude of Indonesia for the services of the technical assistance expert who had helped in the organization of the country's tourist facilities.

42. Mr. FLERE (Yugoslavia) said that his country had unusual advantages as an international tourist centre. The Yugoslav Government hoped to make tourism into one of the principal industries of the country. With that end in view, it was proposing to improve and co-ordinate its rail, air and sea transport, to sim-

plify customs formalities and to streamline its exchange control and visa regulations.

43. In its efforts to modernize the road network, Yugoslavia was encountering the financial difficulties experienced by all the under-developed countries, and it hoped that some international assistance would be forthcoming. In October 1955, the International Union of Official Travel Organizations had held a congress in New Delhi and had adopted a resolution recommending measures designed to promote the development of travel in the under-developed countries. Studies had already been initiated, and he hoped that they would produce concrete results.

44. The Yugoslav delegation unreservedly supported the amendments proposed by Pakistan to the draft resolution submitted by the Transport and Communications Commission (E/2948, para. 111, draft resolution F).

45. Mr. McDOWELL (International Chamber of Commerce) said that the International Chamber had warmly welcomed Economic and Social Council resolutions 563 (XIX) and 567 D (XIX). The development of travel depended on three closely linked factors: publicity, hotel and other facilities, and simplified formalities for entry. It was therefore reassuring to note in the Secretary-General's report (E/2933 and Add.1 to 8) that considerable progress had been achieved in recent years, especially towards the simplification of frontier procedures.

46. The Chamber wished to re-emphasize the principles set forth in its 1953 study on *Red Tape in Travel*, namely: (1) a passport should be sufficient identification, without a visa; (2) the certificate of good conduct required by some countries should be abolished; (3) passport registration should be discontinued; (4) the maximum time between inoculations and health certificates and date of travel, and the period of validity of such certificates, should be standardized.

47. The ICC had continued its support of the international efforts to simplify frontier formalities, in which the International Civil Aviation Organization (ICAO) had played a major role. At its last session, the Chamber had adopted a number of proposals more far-reaching than the 1947 experts' recommendations. In November 1956, in Paris, the Air Transport Commission of the ICC had expressed satisfaction with annex 9 (Facilitation of International Air Transport) to the ICAO Convention.<sup>2</sup>

48. The Chamber regretted, however, that by 1 March 1957 a number of States members of ICAO had not yet officially informed that agency concerning the extent to which they had brought national practices into line with those recommended in annex 9. He recalled that the Economic and Social Council, in its resolution 630 E (XXII), had urged the States members of ICAO to give special attention to that question, which the appearance of jet transport aircraft now made even more important.

49. The ICC welcomed the draft resolution which the Transport and Communications Commission had submitted to the Council (E/2948, para. 111, draft resolution F) and hoped that Governments would make every effort to reduce or eliminate the formalities which hampered international travel.

<sup>2</sup> International Civil Aviation Organization, *Standards and Recommended Practices. Facilitation of International Air Transport*. Annex 9 to the Convention on International Civil Aviation (Montreal, September 1949), and Amendments Nos. 1 and 2 to Annex 9; *Supplement to Annex 9—Facilitation*.

50. Mr. RODRIGUEZ (International Confederation of Free Trade Unions) said that the International Confederation of Free Trade Unions (ICFTU) firmly believed in the importance of international travel in promoting not only economic development but also international understanding. He wished therefore to pay a tribute to the Governments which had taken measures, especially since the adoption of Council resolution 563 (XIX), to promote an increase in international tourist traffic.

51. The Confederation had already in an earlier statement stressed the role which the free trade unions played in stimulating low-cost travel, whether for touring, study or the exchange of workers. It had been working closely with the International Federation of Workers' Travel Associations, which had for many years been very active in organizing low-cost travel for workers.

52. The ICFTU was also working in close co-operation in that field with UNESCO and the International Labour Organisation as well as with the European Productivity Agency and the International Co-operation Administration.

53. At the ninth General Conference of UNESCO, the Confederation, after expressing its appreciation of the workers' exchange programme organized by UNESCO, had taken a strong stand against the proposed reduction of \$28,870 in the 1957-1958 appropriations for exchanges of workers from areas outside Europe and had recommended that those appropriations should be maintained at the same level as in the preceding year. It had further recommended that UNESCO, in co-operation with the International Air Transport Association and in consultation with the International Federation of Workers' Travel Associations, should arrange for the extension of the reduction in rates for air transport already granted to students and academic staff to include persons engaged in workers' and adult education.

54. In conclusion, he wished to clarify the Confederation's position on the political aspects of international travel. It heartily endorsed all forms of tourism and exchanges of persons but strongly opposed all attempts to use tourism for propaganda purposes. Such practices could only undermine the true purpose of travel, which was to engender international understanding.

55. Mr. THORMANN (International Federation of Christian Trade Unions), after tracing briefly the background of the question, congratulated the Secretary-General on his report (E/2933 and Add.1 to 8) to the Council.

56. The International Federation of Christian Trade Unions (IFCTU) appreciated the importance of international travel in contributing to greater understanding and good will among peoples. It had consequently been very glad to note that several countries, notably the Federal Republic of Germany, had stressed the importance of the social effects of increasing international tourist traffic.

57. As a trade-union organization, the IFCTU was intimately concerned with the encouragement of travel among the working classes and had always supported all measures in that direction. Since its establishment shortly after the First World War, it had strongly advocated the institution of holidays with pay and the reduction in working hours. The number of workers in the world at present enjoying holidays with pay was

estimated at 150 to 200 million. Present-day technological development, especially automation, promised further reductions in working hours and an increase in leisure, and the IFCTU hoped that an ever-increasing part of that leisure time would be devoted to travel.

58. It was against that background that the IFCTU and many of its affiliated organizations had taken an active part in one of the most successful programmes carried on by UNESCO, the organization of study tours for workers. The IFCTU hoped that it would be possible to expand that programme further and to extend it not only to more people but also to more countries.

59. With reference to paragraph 4 of the operative part of Council resolution 563 (XIX), he said that the IFCTU had taken steps which would soon lead to the establishment of an organization to be called the "International Federation of Social Tourism", the principal function of which would be to encourage travel among the working class.

60. The IFCTU recognized all the efforts which had been made to develop international travel but believed that much still remained to be done to help the working class. The United Nations and the specialized agencies should give serious study to that question and examine the possibility of taking appropriate action. That might be a task for the Transport and Communications Commission. The IFCTU hoped that UNESCO would persevere in its efforts to reduce the obstacles to travel abroad confronting persons engaged in educational, scientific or cultural activities, and that it would take similar action with respect to workers interested in pursuing educational, scientific or cultural activities abroad. In any case, UNESCO would certainly keep the United Nations informed as to the progress achieved in that domain, particularly after the meeting of experts mentioned in paragraph 23 of the report (E/2933).

61. The IFCTU was glad that the Economic Committee had approved the recommendations of the Transport and Communications Commission regarding passports and frontier formalities. It was regrettable that complicated formalities so often hindered international travel. In that connexion, the Sub-Commission on Prevention of Discrimination and Protection of Minorities had recently examined the advisability of a study on discrimination in the matter of emigration, immigration and travel.

62. The IFCTU hoped that, in view of the work which still remained to be done to encourage international travel, the Council would examine the question periodically, and that in the meantime it would adopt unanimously the draft resolution before it (E/2948, para. 111, draft resolution F).

63. Miss KAHN (World Federation of Trade Unions) welcomed the Secretary-General's report on the development of international travel (E/2933 and Add.1 to 8) and said that the World Federation of Trade Unions (WFTU) had always taken a great interest in that question, which was of much importance from both the economic and the social point of view.

64. Since workers' opportunities for travel were limited by their low incomes, the WFTU had always encouraged the organization of study groups for workers. The most recent meeting of the General Council of the WFTU in September 1956 had concluded that exchanges of workers' delegations contributed to harmonious relations between trade unions and to the international solidarity of workers.

65. The WFTU, which took part in and was grateful for the UNESCO programme of workers' travel, had welcomed the resolution adopted by the Ninth General Conference of UNESCO, which urged the Director-General to take further practical measures to promote exchanges of manual and non-manual workers for educational and cultural purposes and to award them either individual or group travel grants for those purposes.

66. In 1957 the WFTU would organize, in Europe, twelve study tours for workers under the UNESCO programme involving national affiliates. In accordance with the UNESCO recommendation to increase the number of participants in such tours, the tours would consist of about 120 workers instead of the usual maximum of 60, the additional cost being borne by the trade unions. The programme of study tours in Asia, in which the WFTU was also participating, was less advanced than in Europe, having been initiated only after the UNESCO Conference at Montevideo in 1954.

67. In the past, all inter-continental exchanges and the majority of regional exchanges had been arranged without the assistance of any specialized agency. They had been arranged entirely on the initiative of trade unions. A group of Chilean teachers had visited several European countries on invitations of the teachers' unions in those countries, and a group of leaders of the National Union of Mine Workers of the United Kingdom had visited the USSR, touring mines and studying working conditions. Those were but two examples out of scores of exchanges which had been arranged in 1956.

68. Trade unions were becoming increasingly aware of the importance of international contact between workers. Thus the Federal Convention of the Australian Workers' Union had decided in January 1957 to ask the Australian Federal Labour Party to consider sending a group of workers to tour the USSR, the People's Republic of China and other socialist countries. The Australian Workers' Union, an autonomous organization with 200,000 members, was the largest trade union in Australia. Its action was a reflection of the growing interest that was being shown by workers in the problems of workers of other countries, whatever their economic and political system, their level of development or their cultural heritage.

69. The primary obstacle to international travel of workers was of course a financial one, but the complex travel formalities frequently constituted a further barrier.

70. The WFTU would welcome action by the Council endorsing the programmes of travel already under way, urging expansion of programmes of that type in under-developed areas of Asia, Africa and Latin America, indicating support for the initiation of interregional travel facilities by UNESCO, and recommending simplification of travel formalities.

71. The PRESIDENT invited the members of the Council to express their views on the modifications proposed by the representative of Pakistan to the draft resolution submitted by the Transport and Communications Commission (E/2948, para. 111, draft resolution F).

72. Mr. DE MARCHENA (Dominican Republic) was in favour of retaining in the preamble the sub-

paragraph which the representative of Pakistan wished to be deleted. The Spanish text of the draft resolution was completely satisfactory.

73. Mr. SCOTT FOX (United Kingdom) said that the English text was quite clear. It would be a pity to modify it, since it had been drafted by the Transport and Communications Commission after a careful examination of the question. His delegation was of the opinion that, far from being insufficient, the existing international organizational machinery might even be already too large, which entailed the risk of duplication.

74. Mr. AHMED (Pakistan) withdrew his proposal.

75. The PRESIDENT put the draft resolution submitted by the Transport and Communications Commission (E/2948, para. 111, draft resolution F) to a vote.

*The draft resolution was adopted unanimously.*

#### AGENDA ITEM 7

#### Report of the Transport and Communications Commission (eighth session) (E/2948, E/2979)

##### REPORT OF THE ECONOMIC COMMITTEE (E/2979)

76. The PRESIDENT invited the Council to express its views on the draft resolutions submitted to the Council by the Transport and Communications Commission (E/2948, para. 111) and adopted, with some amendments, by the Economic Committee (E/2979, para. 5).

77. Mr. GILMOUR (Canada) asked that a separate vote should be taken on each draft resolution.

*Draft resolution A was adopted unanimously.*

*Draft resolution B was adopted unanimously.*

*Draft resolution C was adopted by 17 votes to none, with 1 abstention.*

*Draft resolution D was adopted unanimously.*

*Draft resolution E was adopted by 16 votes to none, with 2 abstentions.*

*Draft resolution F was adopted unanimously.*

*Draft resolution G was adopted unanimously.*

*Draft resolution H was adopted unanimously.*

78. Mr. GILMOUR (Canada) said that he had been glad to vote in favour of most of the draft resolutions. His delegation had, however, abstained from voting on draft resolutions C and E, as it had done in the Economic Committee, because they dealt with questions which, according to the Canadian Constitution, fell solely within the jurisdiction of the provinces.

79. The vote of the Canadian delegation in favour of draft resolution D did not imply any obligation on the part of Canada with regard to participation in the Additional Protocol to the Convention Concerning Customs Facilities for Touring.

80. Mr. ABOU-GABAL (Egypt) stated that his delegation had abstained from voting on draft resolution E for the reasons which he had already set forth in the Economic Committee.

The meeting rose at 1.20 p.m.