

LEAGUE OF NATIONS

League of Nations Publications

VIII. TRANSIT

1931

15-24

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Geneva, July 6th, 1931.

LEAGUE OF NATIONS.

**Records and Texts
of the European Conference
on Road Traffic**

Held at Geneva, March 16th to 30th, 1931.

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- 1. Minutes of the Committee on Commercial Motor Transport.**
- 2. Minutes of the Committee on Road Signalling.**
- 3. Minutes of the Committee on the Taxation of Foreign Motor Vehicles.**
- 4. Minutes of the Customs Committee.**

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PART I.

**BUREAU OF THE CONFERENCE AND DELEGATIONS
MINUTES OF THE PLENARY MEETINGS OF THE CONFERENCE.**

THE BUREAU OF THE CONFERENCE AND THE DELEGATIONS.

President of the Conference :

His Excellency Dr. Paul ECKARDT, Envoy Extraordinary and Minister Plenipotentiary (Germany).

Vice-Presidents :

M. A. GIANNINI, Minister Plenipotentiary, Councillor of State, Professor of Law (Italy) and

His Excellency M. V. ROUBÍK, Director at the Ministry of Public Works, former Minister (Czechoslovakia).

Chairman of the Committee on Commercial Motor Transport :

Dr. L. RASINSKI (Poland).

Chairman of the Committee on Road Signalling :

M. A. STIEVENARD (Chairman of the Permanent Committee on Road Traffic).

Chairman of the Committee on Taxation of Foreign Motor Vehicles :

M. M. BORDUGE (Chairman of the Fiscal Committee).

Chairman of the Customs Committee :

His Excellency M. Carlos RESINES (Spain).

Secretariat :

M. J. M. F. ROMEIN, Secretary-General of the Conference.

Mr. L. C. TOMBS, Secretary of the Committee on Commercial Motor Transport.

M. H. BOISSARD, Secretary of the Committee on Taxation of Foreign Motor Vehicles.

M^{lle} H. KEY-RASMUSSEN, Secretary of the Committee on Road Signalling.

M. G. CIRAOLO, Secretary of the Customs Committee.

AUSTRIA.

Delegates :

His Excellency M. Emerich VON PFLÜGL, Envoy Extraordinary and Minister Plenipotentiary, Permanent Representative accredited to the League of Nations;

Dr. Anton RIEHL, Ministerial Councillor at the Federal Ministry of Commerce and Communications.

Assistant Delegate :

M. Franz SCHNEIDER, Engineer, Architectural Adviser to the Municipality of Vienna.

BELGIUM.

Delegates :

M. J. DE RUELLE, Legal Adviser to the Ministry of Foreign Affairs; Head of the Delegation;

M. J. G. CRISPIELS, Inspector-General at the Customs and Excise Administration;

M. A. J. PERSYN, Chief of the Traffic Department at the Ministry of Public Works;

M. CAMU, attached to the Secretariat of the Ministry of Transport, as Secretary-General of the Central Transport Board.

Technical Advisers :

M. DUCHAINE, Member of the Mines Board, President of the Touring Club of Belgium;

M. L. LEMAIRE, Member of the Executive Committee of the Transport Workers' Union;

M. C. DUVIVIER, Administrator of the Touring Club of Belgium.

CZECHOSLOVAKIA.

Delegate :

M. V. ROUBÍK, Director at the Ministry of Public Works, former Minister; Head of the Delegation.

Assistant Delegates :

M. R. REZNY, Engineer, Ministerial Councillor at the Ministry of Public Works;

Dr. A. STARY, Ministerial Councillor at the Ministry of Public Works;

Dr. Z. HAJEK, Chief Ministerial Commissioner at the Ministry of Finance.

Technical Adviser :

Dr. E. PAUCEK, Secretary-General of the Automobile Club of Czechoslovakia.

DENMARK.

Delegates :

- M. O. E. F. BILFELDT, Chief of Section at the Ministry of Justice;
M. E. SIMONI, Assistant Chief Inspector at the Ministry of Public Works.

FREE CITY OF DANZIG.

Delegates :

- Dr. L. RASINSKI, former Director of the Customs Department in the Polish Ministry of Finance; Head of the Delegation;
M. Lebrecht MUNDT, "Oberregierungsrat" at the Senate of the Free City of Danzig.

FRANCE.

Delegate :

- M. C. WALCKENAER, former Inspector-General of Mines.

Technical Advisers :

- M. F. BLANC, Administrator of Indirect Taxes;
M. M. F. LAFARGUE, Administrator of Customs;
M. P. LE GAVRIAN, Inspector-General of Roads and Bridges;
M. René MAYER, Honorary Master of Requests at the Council of State; Member of the Permanent Legal Committee of the Communications and Transit Organisation;
M. E. CHAIX, President of the Central International Tourist Council.

Secretary :

- M. DE PANAFIEU, Attaché of Embassy.

GERMANY.

Delegates :

- Dr. M. Paul ECKARDT, Envoy Extraordinary and Minister Plenipotentiary;
Dr. Engineer eh. F. PFLÜG, Ministerial Councillor at the Ministry of Communications;
Dr. R. WAHL, Ministerial Councillor at the Ministry of Finance;
Dr. G. HEIN, Ministerial Councillor at the Ministry of Communications;
Dr. B. ERAS, "Oberregierungsrat" at the Ministry of Communications.

Technical Advisers :

- M. P. VON ELERT, Secretary-General of the Automobile Club of Germany;
M. R. FILSER, of the "Allgemeiner Deutscher Automobil Club";
M. A. REITZ, of the General Trades' Union of Passenger and Goods Transport Workers.

GREAT BRITAIN AND NORTHERN IRELAND

and all parts of the British Empire which
are not separate Members of the League of Nations.

Delegate :

- Mr. Percival Charles FRANKLIN, of the Ministry of Transport.

Assistant Delegate :

- Mr. R. H. TOLERTON, of the Ministry of Transport.

Technical Advisers :

- Mr. G. G. FITZMAURICE, Legal Adviser at the Foreign Office;
Mr. A. D. ALLEN, Director of Touring of the Automobile Association of Great Britain.

GREECE.

Delegates :

- M. R. RAPHAËL, Permanent Delegate accredited to the League of Nations;
M. Antoine STATHATOS, President of the Automobile and Touring Club of Greece.

Assistant Delegate :

- M. Alexandre CONTOUMAS, First Secretary of the Delegation accredited to the League of Nations.

HUNGARY.

Delegate :

M. Jean PELÉNYI, Resident Minister of the Permanent Delegation accredited to the League of Nations.

Assistant Delegates :

M. Zoltán BARANYAI, Councillor of Legation at the Permanent Delegation accredited to the League of Nations;
M. Antoine GÉBER, Ministerial Councillor at the Ministry of Commerce.

IRISH FREE STATE.

Delegate :

Mr. Sean LESTER, Permanent Delegate accredited to the League of Nations.

Assistant Delegate :

Mr. F. G. CAWLEY, Secretary of the Irish Free State Legation at Paris.

ITALY.

Delegates :

His Excellency M. A. GIANNINI, Minister Plenipotentiary, Councillor of State, Professor of Law; Head of the Delegation;
Dr. G. ZAPPALÀ, Chief of Division at the Ministry of Finance;
M. E. MELLINI, Engineer, Chief Inspector at the Ministry of Communications;
Dr. F. LA FARINA, Administrative Director of the A.A.S.S. (Independent National Road Agency);
Dr. A. MANDOLINI, Chief Inspector of the State Railways.

Technical Adviser :

M. G. OTTONE, Engineer, appointed by the National Fascist Land Transport Federation.

LATVIA.

Delegate :

His Excellency M. Jules FELDMANS, Minister Plenipotentiary, Permanent Delegate accredited to the League of Nations.

LITHUANIA.

Delegates :

M. Juozas JANKEVICIUS, Engineer, Secretary-General of the Ministry of Communications; Head of the Delegation;
M. Vledas MERKYS, Engineer for Bridges and Roads, Ministry of Communications; District Chief of Roads;

LUXEMBURG.

Delegate :

M. Charles VERMAIRE, Consul of Luxemburg at Geneva.

MONACO.

Delegate :

M. Conrad HENTSCH, Consul of the Principality at Geneva.

Substitute Delegate :

M. P. LE GAVRIAN, Inspector-General of Roads and Bridges of France.

NETHERLANDS.

Delegates :

M. J. F. SCHÖNFELD, Administrator at the Waterstaat; Head of the Delegation;
M. L. MEIJERS, Administrator, Chief of the Customs and Excise Division at the Ministry of Finance;
M. J. TAKKEN, Administrator, Chief of the Direct Taxation Division at the Ministry of Finance.

Technical Advisers :

M. G. A. POS, Vice-President of the Touring Club;
Baron B. W. VAN WELDEREN RENGERS, Secretary-General of the Royal Automobile Club of the Netherlands;
M. A. J. J. W. BEERS, Vice-President of the Netherlands Association of Commercial Motor-car Owners.

PÓLAND.

Delegates :

- Dr. L. RASINSKI, former Director of the Customs Department at the Ministry of Finance;
Head of the Delegation;
M. Richard MINCHEJMER, Engineer, Ministerial Councillor at the Ministry of Public Works;
Assistant Head of the Delegation;
Dr. André MARCHWINSKI, Rapporteur at the Ministry of Foreign Affairs.

PORTUGAL.

Delegate :

- M. A. M. FERRAZ D'ANDRADE, Chief of the Portuguese Chancellery accredited to the League of Nations.

ROUMANIA.

Delegate :

- His Excellency M. C. ANTONIADE, Envoy Extraordinary, Minister Plenipotentiary accredited to the League of Nations.

Technical Adviser :

- M. Pierre Al. GHICA, Member of the Committee of the International Association of Recognised Automobile Clubs.

SPAIN.

Delegate :

- His Excellency M. Carlos RESINES, Secretary-General of the Royal Automobile Club of Spain;
Head of the Delegation.

Technical Adviser :

- M. Rafael SILVELA, Civil Engineer of Bridges and Roads.

Secretary :

- M. Gerardo GASSET, Secretary of Embassy.

SWEDEN.

Delegates :

- M. W. BAGGE, Chief of Section at the Ministry of Foreign Affairs;
M. T. PETERSSON, Chief of Section at the Ministry of Finance;
M. F. EGNELL, Engineer, Swedish Representative at the International Association of Recognised Automobile Clubs.

SWITZERLAND.

Delegates :

- M. Henri ROTHMUND, Chief of the Police Division of the Federal Department of Justice and Police;
M. Samuel HÄUSERMANN, Inspector-General of Customs and Deputy of the Director-General of Customs;
M. Max RATZENBERGER, Assistant Chief of the Foreign Affairs Division of the Federal Political Department.

Technical Advisers :

- M. Robert PLUMEZ, Legal Adviser of the Police Division of the Federal Department of Justice and Police;
M. Paul GIRARDIN, Expert at the General Customs Directorate.

TURKEY.

Delegate :

- CEMAL HÜSNÜ Bey, Envoy Extraordinary and Minister Plenipotentiary in Switzerland, former Minister.

YUGOSLAVIA.

Delegate :

- His Excellency M. Iliya CHOUMENKOVITCH, Permanent Delegate of the Kingdom accredited to the League of Nations.

Assistant Delegate :

- Dr. Ivan SOUBBOTITCH, Chief of Section at the Ministry of Foreign Affairs.

Technical Advisers :

- M. Ciril ZIZEK, Chief of the Tourist Section at the Ministry of Trade and Industry;
- M. G. FOTITCH, Chief of Section at the Ministry of Finance;
- M. G. PETZITCH, Engineer at the Ministry of Communications.

Attended the Conference in an advisory capacity :

SAAR TERRITORY GOVERNING COMMISSION.

- M. Paul CENTNER, Assistant Technical Director of Public Works.

PERMANENT COMMITTEE ON ROAD TRAFFIC OF THE COMMUNICATIONS
AND TRANSIT ORGANISATION.

- M. A. STIÉVENARD, Chairman of the Committee.

FISCAL COMMITTEE.

- M. M. BORDUGE, Councillor of State, Director-General of Direct Taxes, Registration, Domains and Stamp Duties at the French Ministry of Finance, Chairman of the Committee;
- Dr. J. H. R. SINNINGHE DAMSTÉ, Director-General of Taxes at the Netherlands Ministry of Finance.

INTERNATIONAL TOURIST ALLIANCE.

- M. Paul DUCHAINE, Secretary-General of the Alliance;
- M. C. DUVIVIER, Member of the Permanent Bureau.

INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE CLUBS.

- M. J. HANSEZ, Chairman of the International Traffic and Customs Commission of the Association;
- Colonel C. G. PERON, Secretary-General of the Association.

INTERNATIONAL CHAMBER OF COMMERCE.

- M. A. KÜNDIG, President of the Swiss Association of Motor-Lorry Owners, President of the International Commercial Motor Transport Federation;
- M. C. DE DUMAS, Director of the Transport Office of the Chambers of Commerce and Agriculture of South-Eastern France;
- M. M. RIESEN, Director of the Swiss Hotel Society, Representative of the International Hotel-keeper's Alliance;
- M. BREGL, Director of the Firm Thiercelin Aîné et Boissée;
- M. P. WOHL, Director of the Transport and Communications Service of the International Chamber of Commerce;

Accompanied by :

- M. Gebhard HOLZ, attached to the Transport and Communications Service.

Expert :

- M. E. MONTEIL, Director of the Swiss Association of Lorry Owners.

PERMANENT INTERNATIONAL COMMITTEE FOR FIRST AID ON ROADS :

Delegate :

- M. Pierre BEHAGUE, President of the Commission.

Expert :

- M. E. CLOUZOT, Head of the Secretariat of the International Red Cross Committee.

INTERNATIONAL TRANSPORT WORKERS' ASSOCIATION.

M. A. FORSTNER, National Councillor;
M. J. E. CORRIN;
M. C. G. SORMANI, Secretary of the Federation.

INTERNATIONAL FEDERATION OF CHRISTIAN TRADE UNIONS OF FACTORY
AND TRANSPORT WORKERS.

M. J. FENSKI, Secretary of the Federation;
M. Fred. BRÜSSEL, Secretary-General of the Federation.

INTERNATIONAL UNION OF TOWNS AND LOCAL AUTHORITIES.

M. G. DE SCHULTHESS, Director of the Union of Swiss Towns;
M. A. J. PERSYN, Chief of the Traffic Office at the Belgian Ministry of Public Works.

INTERNATIONAL COMMERCIAL MOTOR TRANSPORT FEDERATION.

M. A. KÜNDIG, Chairman of the Federation.

MINUTES OF THE PLENARY MEETINGS OF THE CONFERENCE.

FIRST MEETING

Held on March 16th, 1931, at 11 a.m.

President : M. ECKARDT (Germany).

I. Opening of Conference : Election of the President and Vice-Presidents.

M. AVENOL, Deputy Secretary-General of the League of Nations, welcomed the delegates and suggested that the Conference should elect a President.

On a motion by Mr. FRANKLIN (Great Britain), M. ECKARDT (Germany) was unanimously elected President of the Conference.

(M. Eckardt took the chair.)

On a motion by the PRESIDENT, M. GIANNINI (Italy) and M. ROUBÍK (Czechoslovakia) were elected Vice-Presidents.

II. Appointment of Committees.

The Conference decided to set up four Committees as follows :

The first Committee would deal with Commercial Motor Transport;
The second Committee, with Road Signalling;
The third Committee, with Taxation of Foreign Motor Vehicles; and
The Customs Committee, with the operation of the triptych system.

On a motion by M. SCHÖNFELD (Netherlands), Chairmen of the Committees were elected as follows :

First Committee : M. RASINSKI (Poland).

Second Committee : M. STIÉVENARD (Chairman of the Permanent Committee on Road Traffic).

Third Committee : M. BORDUGE (Chairman of the Fiscal Committee).

Customs Committee: M. RESINES (Spain).

III. Appointment of a Drafting Committee.

The Conference decided to set up a Drafting Committee to consist of the members of the Bureau of the Conference—*i.e.*, the President and the two Vice-Presidents of the Conference and the Chairmen of the four Committees, and of M. DE RUELLE (Belgium), M. WALCKENAER (France), Mr. FITZMAURICE (Great Britain), M. PELÉNYI (Hungary), M. SCHÖNFELD (Netherlands) and M. BAGGE (Sweden).

IV. Agenda of the Committees and Drafting Committee.

The Conference decided that the agenda of the Committees would be as follows :

First Committee : Preamble and Articles 1 to 16 inclusive of the draft Convention on International Commercial Motor Transport.¹

Second Committee : Preamble and Articles 1 to 3 of draft Convention on Unification of Road Signals (with Annex).¹

Third Committee : Preamble and Articles 1 to 5 of the draft Convention on the Taxation of Foreign Motor Vehicles and Draft Optional Protocol.¹

Customs Committee : Agreement between Customs Authorities in order to facilitate the Procedure in the Case of Undischarged or ost Triptychs.¹

Drafting Committee : Preliminary examination of the formal articles and final drafting of the texts adopted by the four Committees.

V. Verification of Credentials.

The Conference appointed a Committee on Credentials consisting of M. DE RUELLE (Belgium) and M. FELDMANS (Latvia), to submit a report to the Conference at the next meeting.

¹ See document Conf. C.R.I.

VI. Rules of Procedure.

On a motion by the PRESIDENT, the Conference decided to adopt the rules of procedure of the General Conferences on Communications and Transit.

VII. Representation of the Permanent International Committee for First Aid on Roads.

The Conference decided to confirm the provisional invitation addressed by the Chairman of the Advisory and Technical Committee for Communications and Transit to the Permanent International Committee for First Aid on Roads, the Committee to be empowered accordingly to send representatives in an advisory capacity for the examination of questions with which it is concerned.

VIII. Telegram from the Director of the Communications and Transit Section.

The SECRETARY-GENERAL OF THE CONFERENCE read a telegram from M. Haas, Director of the Communications and Transit Section, who was in China on an official mission, expressing his regret at being unable to be present.

SECOND MEETING

Held on March 16th, 1931, at 6.30 p.m.

President : M. ECKARDT (Germany).

IX. Report by the Committee on Credentials.

M. DE RUELLE (Belgium) (Rapporteur of the Committee on Credentials), said that the Committee had examined, with the assistance of M. Teixidor, of the Legal Section of the Secretariat, the communications from the Governments represented accrediting their delegates to the Conference. The Committee had classified these communications in two categories :

1. Communications, accompanied by full powers delivered by the heads of States and authorising delegates, not only to negotiate, but also to conclude and sign conventions, subject, of course, to ratification, had been received from the following countries : Austria, Belgium, Denmark, Germany, Greece, Luxemburg, the Netherlands, Roumania, Spain, Switzerland, Territory of the Saar Basin. The full powers of the Roumanian delegate emanated from the Minister for Foreign Affairs, but in accordance with the practice followed by the Conferences of the Communications and Transit Organisation, the Committee had agreed that the Roumanian representative's powers should be regarded as equivalent to powers delivered by the head of the State.

2. Communications had been received from the Governments of the following countries duly empowering their delegates to take part in the proceedings of the Conference : Czechoslovakia, Free City of Danzig, France, Great Britain, Hungary, Irish Free State, Latvia, Lithuania, Monaco, Poland, Sweden, Yugoslavia.

A letter had been received from the Italian Government intimating the early arrival of full powers for the Italian delegation.

M. GIANNINI (Italy) said that he had received from his Government a telegram stating that his full powers had been despatched.

CEMAL HÜSNÜ Bey (Turkey) observed that, in his capacity as Turkish Minister at Berne, he had sent a telegram to the Secretary-General stating that his full powers as delegate of Turkey had been despatched.

M. DE RUELLE (Belgium) said that the Committee on Credentials would be pleased to examine the full powers of the Italian and Turkish delegates when received, together with those of certain other delegates which had not yet arrived.

THIRD MEETING

Held on March 24th, 1931, at 5 p.m.

President : M. ECKARDT (Germany).

X. Communications by the Secretariat.

The SECRETARY-GENERAL OF THE CONFERENCE made the following announcements :

Principality of Monaco : M. LE GAVRIAN had received authority to act as delegate of the Principality of Monaco instead of M. Hentsch.

Territory of the Saar Basin : M. Paul CENTNER, who had been obliged to leave, had informed the Secretariat that he would return before the end of the Conference.

Yugoslavia: During the absence of M. Choumenkovitch, he would be replaced by M. SOUBBOTITCH as head of the delegation.

International Association of Recognised Automobile Clubs: M. EMPEYTA would replace the representatives of the International Association of Recognised Automobile Clubs during their absence.

XI. State of the Work of the Committees.

The PRESIDENT stated that the Customs Committee and the Committee on the Taxation of Foreign Motor Vehicles had finished their work. He asked the Conference to examine the draft Convention submitted by the latter Committee.

XII. Draft International Convention on the Taxation of Foreign Motor Vehicles.¹

REPORT OF THE COMMITTEE ON TAXATION OF FOREIGN MOTOR VEHICLES.²

(At the request of the President, M. Borduge, Chairman of the Committee on Taxation of Foreign Motor Vehicles, came to the President's table.)

The Conference took cognisance of the report on the work of the Committee on the Taxation of Foreign Motor Vehicles.

The PRESIDENT opened the discussion on the draft Convention, article by article, and asked M. Borduge to give any explanations which might be necessary.

PREAMBLE.

The preamble was adopted without discussion.

ARTICLE I, FIRST PARAGRAPH.

M. BORDUGE explained that the text of the first paragraph, as adopted by the Committee, was very similar to that in the preparatory document (document Conf. C.R. I). The Committee had simply desired to make it clear that reciprocal exemption applied only to the tax on the circulation or possession of a motor vehicle, but that taxes or charges on the consumption of oil, petrol, tyres, etc., were not included.

M. WAHL (Germany) stated that the German Government had no objection to the principle on which the Convention was based: the granting of facilities to international motor traffic. On the contrary, it objected to certain details in the draft Convention. The German delegation had endeavoured in the Committee on the Taxation of Foreign Motor Vehicles to have the draft amended, but were unable to obtain the assent of the majority. Presumably the same would be the case in the Conference. The German delegation would therefore refrain from repeating their proposals. The German Government was at present considering whether it would be able to accede to the draft Convention, but, as its examination was not yet concluded, the German delegation would abstain from voting on Articles 1 to 6.

M. WALCKENAER (France) pointed out that, when the Committee on Taxation of Foreign Motor Vehicles started its work, the French delegation supported the view of another delegation that a system of bilateral conventions might provisionally offer a more elastic and easy solution of the problem. They had had no intention, however, of abandoning the hope of finding a common system, which France would welcome. That attitude had not prevented the French delegation from co-operating in drawing up a text which could serve either as the text of an international convention or as a model bilateral convention to be recommended to the various States. That was the spirit in which the French delegation was prepared to take part in the drafting of a common text.

The PRESIDENT thanked the French delegation for their co-operation in drawing up the Convention, in spite of a difference of opinion as to the advantages or disadvantages of a bilateral convention. It was, however, his duty immediately to remove a misunderstanding in regard to the attitude of the German delegation. During the discussions of the Committee on the Taxation of Foreign Motor Vehicles he had realised that that delegation also had done its best to co-operate in regard to the text submitted and he believed that, though they were as yet unable to come to a final decision as to the articles of substance, since they had not received instructions, they were prepared to co-operate in drafting the formal articles.

Mr. FITZMAURICE (Great Britain) stated, on behalf of the British delegation, that, although there was a good deal to be said in favour of bilateral agreements, his delegation very much hoped that the Conference would be able to adopt a convention based on the present draft. They were prepared to sign such a convention.

The first paragraph of Article I was put to the vote.

Nineteen delegations voted in favour; no vote to the contrary was given.

¹ See Annex 9 to the Minutes of the Committee on the Taxation of Foreign Motor Vehicles, page 155.

² See Annex 10 to the Minutes of the Committee on the Taxation of Foreign Motor Vehicles, page 156.

ARTICLE I, SECOND AND THIRD PARAGRAPHS.

M. BORDUGE said that this was the crucial point in the Convention. The Committee had been almost unanimously of opinion that the benefit of the Convention should be extended to private touring cars. By a large majority it had agreed that vehicles used for the transport of goods should not be included. Long and animated discussions had taken place in regard to taxis, hired vehicles and vehicles used for the public conveyance of passengers. On the previous day the Committee had adopted a compromise text. It had decided that taxis and vehicles used for the public conveyance of passengers for payment should be excluded from the benefits of the Convention, but that hired vehicles should benefit from the exemption provided. That compromise was intended to give satisfaction to the supporters of two different points of view. During the Committee's examination of the draft report that passage had again been discussed. Some of the delegates thought it desirable to restrict the benefit of the exemption exclusively to private touring cars, in regard to which there would be no difficulty. They considered that in this way, although the scope of the Convention might be reduced, the number of accessions would be greater. Eventually, the vote of the previous day had been maintained, and the majority voted in favour of the text reproduced in the second and third paragraphs. The object of the third paragraph was simply to define taxis.

M. SOUBBOTITCH (Yugoslavia) pointed out that no definition was given for "vehicles used for the public conveyance of passengers", to which the Convention did not apply. He would be glad to know what the Conference understood by that expression.

The PRESIDENT wondered whether it was really essential to define an expression in regard to which there appeared to be no doubt.

M. BORDUGE thought the discussions of the Committee showed that there might be some ambiguity. The Committee had wished to exclude such vehicles, when the passengers paid their fares individually. There was one case which was somewhat more complicated: when the whole vehicle was hired. M. Borduge thought the Committee had favoured the narrowest interpretation. It had considered that, if a group of persons belonging, for example, to a society hired a vehicle for payment, that was a vehicle for the public conveyance of passengers, and it had been of opinion that the benefit of exemption should be withheld.

The PRESIDENT asked whether the protocol contained any explanations on this point.

M. BORDUGE replied in the negative. The definition he had just given could, he thought, be deduced from the work of the Committee. Possibly the Minutes of the meeting might be used as evidence in the event of a dispute. There was certainly no ambiguity in regard to the first case (passengers paying their fare individually). The second case alone (hiring of the whole vehicle) which was a border-line case, might raise difficulties. M. Borduge thought, however, that, when certain persons agreed to hire a vehicle instead of paying their fares individually, the Committee had been of opinion that the benefit of the Convention should not apply.

M. DE RUELLE (Belgium) thought that vehicles used for the public conveyance of passengers should be defined either in a protocol annexed to the Convention, or in the Minutes. The expression had a definite meaning in France, and related, as M. Borduge had said, to the conveyance of passengers who paid their fares individually. When a person took a seat in a vehicle, was not entitled to the use of the whole vehicle, and was unable to choose his neighbours, that was "public conveyance". In the border-line case mentioned by M. Borduge there was a collective contract relating to the whole vehicle. As the exclusion of that case would facilitate a settlement, the Belgian delegation was prepared to agree that the conveyance of passengers in a vehicle for which a collective contract had been entered into should be excluded.

The PRESIDENT asked whether the Yugoslav delegation would be satisfied if this interpretation were included in the Minutes of the present plenary meeting of the Conference, and whether the other delegations approved that procedure.

M. BORDUGE suggested, in agreement with the Secretariat, that an official extract from the Minutes containing the statements made in the Plenary Conference and a reference to the assent of the delegations should be communicated to the States in order that they might know what the framers of the text had had in mind.

M. WALCKENAER (France) agreed with the Belgian delegate as to the meaning of the words "en commun" (public) which in French were sufficient by themselves and did not need to be defined in a protocol. It was doubtful, however, whether in practice it would always be easy or even possible for the agents who had to apply the system to draw the necessary distinction. Although the work of the Committee on the Taxation of Foreign Motor Vehicles did not depend on the work of the Committee on Commercial Motor Transport, there was undoubtedly some similarity between the aims of the two Conventions. The first Convention related to commercial motor transport. It was natural that the draft of the Committee on the Taxation of Foreign Motor Vehicles should relate only to non-commercial motor transport. The position was clear so far as the transport of goods was concerned. As to vehicles used for the conveyance of passengers, non-commercial conveyance was that for which no payment was made. M. Walckenaer therefore suggested that the reference to taxis and the words "en commun"

(public) should be deleted in the second paragraph. Any difficulty in regard to interpretation and application would thus be avoided, and a satisfactory balance would be maintained between the two Conventions.

M. DE RUELE (Belgium) explained what he had in mind. Legally, the case of a group of persons who hired a vehicle *en bloc* was the same as that of a passenger who went to a garage and hired a vehicle for his own use. Public conveyance for payment, on the contrary, was constituted by the fact that each passenger paid his fare separately and had to submit to the company of other passengers. Nevertheless, in order to facilitate the acceptance of the Convention by certain delegations who had hesitated to extend the system relating to touring cars to vehicles hired by a group of passengers, which might be capable of being used for public conveyance, but which in this special circumstance would be hired under a collective contract, the Belgian delegation was prepared to consider that method of conveyance as public conveyance for payment, and to exclude it from the benefit of the Convention.

On this point, therefore, the Belgian delegation agreed with the French delegation, and, apart from touring cars, only cars hired by a single passenger for his own use would benefit from the Convention, and possibly also vehicles used for the conveyance of factory workers free of charge from one side of the frontier to the other. On consideration, it would not be sufficient simply to refer to this interpretation in the Minutes: a specific interpretation should be embodied in a protocol, in order that, in the event of a dispute, the position would be quite clear to the arbitrator, judge or body to whom it was referred.

Mr. FITZMAURICE (Great Britain) pointed out that the expression used in the English text was ambiguous. The expression "transport en commun" could not be translated directly, and it had been necessary to speak of "the conveyance of passengers paying their fares individually". There would be no difficulty in very obvious cases in which each passenger paid his own fare, but it would be otherwise in the case of an individual who made a contract with the owner of a car for a lump sum and then recovered the cost of each fare from the various passengers. A definition should therefore be placed in a protocol rather than in the Minutes. That definition should exclude hired private cars with less than six or eight seats. The British delegate understood that the Committee intended that these vehicles should be allowed to benefit from the Convention.

M. BORDUGE feared that the observation of the French delegate would reopen the discussion on the compromise reached by the Committee on Taxation, which would be regrettable, since only by that means had it been possible to reach a conclusion. It would also be dangerous to establish too close a connection between the work of the two Committees. M. Borduge thought that the two Conventions should be independent, though he hoped both would be successful.

M. WALCKENAER (France) noted that the observations of the Belgian and British delegates showed that the question was fairly complex and would be difficult to settle even by means of a definition in a protocol. The conclusion to be drawn seemed to him to be clear.

M. FELDMANS (Latvia), while appreciating the objection to reconsidering the decisions of the Committee on Taxation, pointed out that his Government would have great difficulty in issuing fiscal permits for hired vehicles. Moreover, the compromise had been adopted by 11 votes to 10. The Latvian delegate drew attention to the fact that taxis were defined in the third paragraph as having a fixed rate of hire, approved by the competent public authority. Suppose, however, a passenger wished to travel from Geneva to Chamonix in a taxi, he would normally pay, not the fare indicated on the taximeter, but a lump sum settled with the owner of the taxi. That new situation might create difficulty. In the circumstances, it would perhaps be desirable to ask the Conference whether it did not consider that hired vehicles should be excluded from the Convention.

M. ROUBÍK (Czechoslovakia) said that the Czechoslovak delegation were in the same position as the Latvian delegation, whose observations they supported. On the other hand, if definitions were to be embodied in a protocol, a definition should also be given for hired vehicles, which was not desirable.

M. ROTHMUND (Switzerland) pointed out that the original draft excluded only vehicles used for the public conveyance of passengers, which the Swiss delegation had accepted from the beginning. On the previous day reference had been made in the Committee to the exclusion first of taxis, and then of hired vehicles. The voting had been almost equal, and a compromise had then been adopted by 13 votes to 4, according to which taxis were excluded from, and hired vehicles given the benefit of, the Convention. The present discussion in regard to a definition seemed to relate to the substance of the question. If the Conference intended to discuss only definitions, it would be preferable to refer the matter to the Bureau, which would submit a draft protocol to be annexed to the Convention. If, on the contrary, the discussion on the substance of the matter were reopened, the Swiss delegation would maintain their view that taxis should be excluded and exemption extended to hired vehicles.

The PRESIDENT recognised that every delegation was entitled to reopen in the plenary meeting a discussion which had taken place in a Committee, but thought it would be regrettable to reopen the discussions of the Committee on Taxation on this particular point. If the Latvian delegate maintained his observation, the President would be obliged to consult the Conference as to whether hired vehicles in general should be excluded from the benefit of the Convention.

M. SCHÖNFELD (Netherlands) thought that the various points of view had been sufficiently expressed in the Committee on Taxation. He asked that the discussion should be closed and a vote taken.

The PRESIDENT noted that there was no objection to the motion of the Netherlands delegate, and asked the Conference whether they wished to exclude from the benefit of the Convention, not only taxis and vehicles used for the public conveyance of passengers, but also all hired vehicles.

At the request of the Netherlands delegation, the PRESIDENT then took a vote by roll-call, with the following result :

Yes : Czechoslovakia, Danzig, Denmark, France, Italy, Latvia, Lithuania, Monaco, Poland, Spain, Sweden, Yugoslavia.

No : Austria, Belgium, Great Britain, Greece, Hungary, Irish Free State, Netherlands, Portugal, Switzerland.

Abstentions : Germany, Turkey.

Absent : Luxemburg, Roumania.

The PRESIDENT noted that the Conference had decided in the affirmative by twelve votes to nine, and that there were two abstentions.

M. BORDUGE concluded from this decision that it would suffice to say in the second paragraph :

“The present Convention shall not, however, apply to vehicles used for the conveyance of passengers for payment or for the transport of goods.”

The third paragraph would be superfluous.

ARTICLE 2, FIRST PARAGRAPH.

M. BORDUGE pointed out that the Conference had before it a Swiss reservation (see Annex I, p. 44). The Swiss delegation asked for permission to continue the system at present in force in Switzerland, which was more liberal than the system of exemption for ninety days. Under the Swiss legislation a traveller was entitled to exemption for ninety consecutive days renewable at each separate entry. This reservation involved a counterpart in regard to which M. Borduge would give explanations in connection with the third paragraph.

ARTICLE 2, SECOND PARAGRAPH.

M. BORDUGE explained that the Committee had gone somewhat outside the original draft. It had desired to introduce a more simple system according to which the days to be reckoned could be calculated from the date of the Customs stamp.

ARTICLE 2, THIRD PARAGRAPH.

M. BORDUGE said that it was necessary to define the system applicable when a vehicle had been in the country longer than the period of ninety days' exemption. The Committee had considered both the system outlined in the original draft and that suggested by the Italian delegate, who asked that the amount due per month should be calculated by deducting ninety days and dividing the balance by twelve. The Committee had maintained the original draft. It was therefore understood that the treatment accorded to foreign vehicles after ninety days should not be less favourable than that applicable to the vehicles of the country visited. The report on this point was as follows :

“During the discussion it was stated that as from the ninety-first day a foreign vehicle would be treated as a motor-car registered in the country and having begun to travel on this ninety-first day.”

In their reservation, to which reference had already been made, the Swiss delegation asked for the maintenance of the present Swiss system the liberalism of which involved as a counterpart that, when a motorist had stayed longer than ninety days in Switzerland, the Federal authorities could claim the tax, not only from the ninety-first day, but also for the previous ninety days. The Swiss delegation explained that their national system as a whole, with its advantages and disadvantages, appeared to be more favourable than the system proposed.

Mr. FITZMAURICE (Great Britain) asked the Swiss delegation whether they would agree to complete the last sentence of the first paragraph as follows :

“In the event of this period being exceeded, the tax due in respect of the said period may be levied in conformity with the Swiss legislation.”

It was important that the text should be clear to travellers who were unfamiliar with the details of the Convention, who might run the risk of being asked for the retroactive payment of the tax due for ninety days.

M. ROTHMUND (Switzerland) explained that the proposed addition did not appear in the text of the Swiss reservation because certain cantons did not collect the tax due for the period of ninety days retroactively. Nevertheless, as it was said in the second sentence that "the tax *may* be levied" which would permit of the application of either system, he did not object to the British amendment.

The British amendment was *adopted* in the following form :

"The tax due in respect of the period for which the exemption has been accorded"

ARTICLE 3.

M. BORDUGE explained that the only change in the text of the original draft was the addition of the words "or by some organisation designated for the purpose by the authority". That made it possible for a body such as an automobile club or touring association to be substituted for the public authority for the issue of fiscal permits.

There was also a protocol to Article 3 which had been introduced at the request of the British delegation, supported by other delegations, in order to provide that visas on arrival and departure need not necessarily be placed on the permits by a Customs office, but could be added in an office at the frontier kept by a police authority or a touring organisation.

M. SOUBBOTITCH (Yugoslavia) asked whether the States would exchange information as to the competent authorities, and particularly as to organisations designated by them.

The PRESIDENT asked what procedure had been followed in applying the 1909 and 1926 Conventions.

M. RESINES (Spain) explained that this passage in Article 3 reproduced the text of the 1926 Convention. The Governments had not communicated to each other the names of the associations authorised to issue permits within the meaning of that Convention. That had not prevented them from accepting each other's documents as valid. There was no ground for fearing that there would be any abuse in the issue of fiscal permits, particularly as each permit contained a space for the stamp of the authorities.

Article 3 was adopted with certain drafting amendments.

PROTOCOL ANNEXED TO ARTICLE 3.

No observations.

ARTICLE 4.

M. BORDUGE explained that this new article had been introduced at the request of the Czechoslovak delegation with an amendment suggested by the Swiss delegation. When a motorist entered a country without stopping at the Customs to have his permit visaed, it might not be possible to establish the exact date of departure. In that case the permit could be considered as invalid in the country visited for the remainder of the year. It was specified, moreover, that the internal legislation of the country visited then regained its rights and could show severity or leniency to offenders.

ARTICLE 5, FIRST PARAGRAPH.

M. BORDUGE explained the change in the text of the original draft. Provision had been made for cases in which the registration number of the vehicle was altered during the year. In that case, the fiscal permit would not be exchanged but would simply be altered. In this connection the Polish delegate had called attention during the examination by the Committee on Taxation of the draft report to the following recommendation by the Mixed Committee of the Fiscal Committee and the Permanent Committee on Road Traffic (page 9 of original draft) :

"As regards countries where the control of registered national motor vehicles is centralised, it will not be difficult to stipulate that no fiscal permit may be issued unless the central authority has certified that no fiscal permit has been issued in the course of the last twelve months.

"As regards the countries which have no such centralised system of control and do not adopt such a system, the following procedure may be suggested :

"The authority issuing the fiscal permit shall stamp the applicant's national registration certificate. This stamp shall indicate the date of issue of the fiscal permit. No fiscal permit shall be issued unless the national registration certificate is produced. If the authority issuing the fiscal permit and applying the stamp is other than the authority which issued the national registration certificate, the former shall inform the latter that a fiscal permit has been issued, and mention the date of its issue."

M. RASINSKI (Poland) insisted that it was desirable to establish internationally that in the event of fraud a motorist could be refused a fiscal permit. The text should be precise in order to prevent any possibility of disagreement. The Conference should decide on the appropriate place for the insertion of the Mixed Committee's recommendation. Possibly it could be embodied in the report of the Committee on Taxation.

M. BORDUGE could only express a personal opinion on this point, as it had not been discussed by the Committee. It would certainly be of advantage if a provision similar to the recommendation of the Mixed Committee could be adopted, but practical difficulties would be encountered. The "national registration certificate" differed from country to country. The Customs permit was not valid for the same period as the fiscal permit, the triptych or the surety bond (*acquit-à-caution*). The solution adopted in France was to stamp the date on the "grey card" which accompanied the vehicle. Such a document, however, did not exist in other countries.

M. RASINSKI (Poland) agreed that it would be difficult to lay down uniform procedure for the stamping of the permit in an additional protocol. It would be sufficient to state the principle, and it would be for the national authorities to enact the administrative provisions. The document to be stamped would be the triptych, the international driving-licence, or the grey card, and so on, according to the country.

The SECRETARY-GENERAL OF THE CONFERENCE suggested that, if that was the view of the Conference, they should say that they thought it desirable to call the attention of the Governments to the desirability of providing for the methods of control suggested by the Mixed Committee and referred to in the Minutes of the present meeting.

M. RASINSKI (Poland) said that for want of a better solution he would be satisfied with this suggestion.

The suggestion of the Secretary-General of the Conference was approved.

M. RASINSKI (Poland) suggested that the first paragraph should be completed as follows :
" . . . the necessary modifications shall be made in the permit by the competent authority or by an organisation designated by it".

M. CONTOUMAS (Greece) said that in his opinion this formula raised a question of "delegation of powers" which could not be settled in a uniform manner in all countries. He pointed out that the "competent authority" might simply be an administrative office, which would not be entitled to designate an organisation, as that right was reserved, according to certain legislations, to the central authority.

The PRESIDENT replied that this question concerned the laws of each country. It would be for a State to decide that a particular authority was competent to undertake the duty in question. Moreover, the same idea had been expressed in the same way in the 1926 Convention.

M. CONTOUMAS (Greece) said that, in order to take into account all the legislations, the words "or by an organisation duly designated for this purpose" might be used. The elasticity of this formula would give free play to various systems of "delegation of powers" in the different countries.

The PRESIDENT asked how Greece had been able to apply the 1926 Convention.

M. CONTOUMAS (Greece) was unable to reply, as the Convention had only recently been put into force in Greece.

M. WALCKENAER (France) thought it more prudent to maintain the terms of the 1926 Convention which had at once set up precedents in each country. The text of the draft related, not to a relatively subordinate official, but to a direct agent—an idea which included very high officials, that was to say, up to the Minister. The duties in question were in fact carried out by a delegation of the Minister, and there was no reason to fear that the "competent official" would be prepared to allow organisations to issue permits in his stead. Such organisations should be designated by a higher authority. With these explanations and on the basis of the 1926 precedent, and even the 1909 precedent, the Greek delegate need have no fear from the point of view of the application of the system.

M. CONTOUMAS (Greece) said that in view of these explanations he would not further insist.

The first paragraph was completed by the words " . . . or by the competent organisation".

ARTICLE 5, SECOND PARAGRAPH.

M. BORDUGE explained that this paragraph reproduced the original draft almost word for word. It had been asked in the third Committee what would happen if a motorist disposed of his car while abroad—that was to say, if it was registered in another country. It had been decided that he should receive a new fiscal permit allowing a free period of ninety days.

ARTICLE 6.

M. BORDUGE said that this article reproduced the text of the original draft. Some of the delegates had recommended a more liberal text granting greater facilities to foreigners, but it had seemed difficult to lay down facilities which nationals had been refused.

FORMAL ARTICLES (ARTICLES 7 AND FOLLOWING).

The examination of these articles was adjourned.

MODEL FISCAL PERMIT.

M. BORDUGE explained that the Committee had considered whether the permit should be drawn up in the language of all the contracting States. As the result would have been a somewhat unwieldy document, it had been suggested that it should bear a translation of the words "Fiscal Permit" in the language of the contracting parties, but that, in the body of the permit itself, only the language of the country issuing the permit should be employed. By analogy with the provision contained in the 1926 Convention, information in writing should be given either in Latin characters or in cursive English. Forty-eight pages had seemed sufficient. Those pages would be numbered in order to prevent fraud. After consultation with a printer, it had been decided that the format of the permit should be post demy (218 mm. by 135 mm.).

Page 1 of the permit reproduced the text of the original draft, with the amendments made in the draft Convention.

M. RASINSKI (Poland) said that the words "signature of authority" should be completed by "or the organisation designated for the purpose". Should the Conference decide whether the visa of the authority was necessary?

M. SCHÖNFELD (Netherlands) pointed out that in the 1926 Convention mention was made of "the signature of the authority or association designated by it" as well as of the seal of the authority.

M. BORDUGE continued his explanations in regard to the model fiscal permit:

Page 2.—Text of the original draft with amendments made to the draft Convention.

Page 3.—*Idem.*

Page 4.—A new page providing for changes in the registration number.

Pages 5 and following.—On the first of these pages would be placed the provisions of Article 2, paragraph 2, indicating the method of deducting the days allowed. Finally, it had been agreed that States might reproduce the Convention on the inside cover.

No observations were made in regard to the model permit.

FOURTH MEETING

Held on March 25th, 1931, at 10.15 a.m.

President: M. ECKARDT (Germany) later, M. ROUBÍK (Czechoslovakia).

XIII. Draft International Convention on the Taxation of Foreign Motor Vehicles
(continued).

MODEL FISCAL PERMIT (*continued*).

On a motion by M. SOUBBOTITCH (Yugoslavia), the Conference decided to substitute the words "International Fiscal Permit" for the words "Fiscal Permit" throughout the Convention.

FORMAL ARTICLES: TEXT PROPOSED BY THE DRAFTING COMMITTEE.

As the German delegation would find it necessary to intervene on important points during the discussion, *M. Eckardt left the chair, which was taken by M. ROUBÍK (Czechoslovakia)*.

The PRESIDENT opened the discussion on the formal articles proposed by the Drafting Committee (see Annex 2, page 44).

The article numbered 1 in the Drafting Committee's text would become No. 7 in the Convention; Article 2 would become No. 8 and so on.

ARTICLE 7.

Mr. FITZMAURICE (Great Britain) proposed that Article 7, or at any rate the second paragraph, should be struck out. Thirty-six countries had signed the Optional Clause in the Statute of the Permanent Court of International Justice, and others were taking steps to do so. The General Act too had been signed by some countries and would shortly be signed by others. Hence, the British Government took the view that arbitration clauses were superfluous in conventions on special subjects. Mr. Fitzmaurice would be glad to have the Secretariat's opinion on this point.

The LEGAL ADVISER TO THE CONFERENCE assumed that Mr. Fitzmaurice proposed the deletion only of the second paragraph in Article 7, and not of the first, which dealt with compulsory conciliation procedure before the Advisory and Technical Committee for Communications and Transit.

Article 7, paragraph 2, reproduced certain clauses which appeared in various conventions drawn up in recent years. Arbitration had, however, developed enormously in 1930, many States having ratified the Optional Clause and the General Act. Numerous bilateral arbitration

treaties likewise had been concluded, and M. Barandon considered that special arbitration clauses such as that proposed in Article 7, paragraph 2, might possibly be inconsistent with the general clauses in force, and so give rise to conflicts of law. It would, therefore, be better to delete Article 7, paragraph 2.

M. SCHÖNFELD (Netherlands) had received no instructions from his Government on this point and must therefore reserve his attitude.

The SECRETARY-GENERAL OF THE CONFERENCE explained that, as the arbitration clause was contained in one of the draft conventions submitted to the Conference, the Drafting Committee had thought that there was no reason why it should not be inserted in the others.

Article 7, paragraph 2, was deleted.

M. SOUBBOTITCH (Yugoslavia) considered that the desire for symmetry was not the only reason for the proposal to embody in the Convention these clauses, which were very important in scope. He would have difficulty in accepting the draft of Article 7 proposed by the Drafting Committee unless the clause reading: "The dispute . . . shall be submitted to the Advisory and Technical Committee for Communications and Transit of the League of Nations, for an advisory opinion" were amended as follows: "The dispute . . . may be submitted, by agreement . . ."

The SECRETARY-GENERAL OF THE CONFERENCE observed that in other conventions a slightly different wording had been used to indicate that conciliation procedure was optional. If the Conference wished to adopt the Yugoslav proposal, it would be advisable in the present instance in order to obviate the possibility of different interpretations, to use the phrase "may be submitted".

M. SOUBBOTITCH (Yugoslavia) agreed to the formula of the Secretary-General of the Conference, but asked that it might be made clear in the Minutes that the conciliation procedure before the Advisory Committee was optional and not obligatory, and that it could only be employed with the consent of all the parties to the dispute.

M. WALCKENAER (France) thought that, if the procedure was optional, the words "by agreement" would be superfluous. He would like to know, however, to whom the advisory opinion was to be addressed.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the procedure laid down in Article 7, paragraph 1, was governed by the Statute of the Communications and Transit Organisation. That procedure was not in the nature of arbitration, because the award was not accepted by the parties to the dispute beforehand. The latter, on the contrary, retained complete freedom in considering the award and seeing whether they could conform to it or not. If they accepted, the dispute was settled, whereas, if one or other or possibly both parties objected, to the award, the way was open for arbitration or judicial proceedings either at the request of one of the parties or by agreement between both as to the terms of arbitration.

M. WALCKENAER (France) inferred from the explanations given by the Secretary-General of the Conference that it would be better to make the conciliation procedure compulsory, inasmuch as the outcome was only an advisory opinion which could be accepted or rejected by the parties. It would certainly be more advantageous that all disputes should be dealt with in that way.

M. SOUBBOTITCH (Yugoslavia) pressed his proposal.

The Yugoslav delegate's proposal was adopted by eleven votes to nine.

Article 7 was adopted in the following amended form:

"Should a dispute arise between any two or more contracting parties concerning the interpretation or application of the provisions of the present Convention, and should such dispute not be settled directly between the parties, it may be submitted to the Advisory and Technical Committee for Communications and Transit of the League of Nations, for an advisory opinion."

M. BORDUGE pointed out that disputes arising out of the application or interpretation of the Convention would be of a fiscal character. He trusted therefore that, if the Advisory Committee were requested for an opinion on such disputes, it would have recourse to fiscal experts.

The SECRETARY-GENERAL OF THE CONFERENCE felt sure that the Advisory Committee would not fail to comply with this recommendation, which was entirely in line with its normal practice. It might be remembered in this connection that, in drawing up the Convention on Taxation, the Advisory Committee had been assisted by fiscal experts, and that in certain issues coming definitely within the sphere of communications and transit the Committee, considering that its members were not sufficiently specialised in the questions submitted to them, had adopted the practice to entrust their preliminary study to committees of experts, so that it might be fully informed before giving judgment.

ARTICLES 8 AND 9.

These articles were adopted without change.

ARTICLES 10, 11 AND 12.

On a motion by M. PFLUG and M. ECKARDT (Germany) *the Conference decided to postpone the examination of these articles to a later meeting*, so as to enable the German delegation to receive instructions from their Government on the attitude it should take on this question, whether the Convention should be thrown open for the accession of non-European States.

ARTICLES 13, 14 AND 15.

These articles were adopted without change.

ARTICLE 16.

M. ECKARDT (Germany) thought the five-year time-limit laid down in this article too long. Existing conditions might change swiftly and there might be good reasons for denouncing the Convention before the five years were up, especially as the fiscal permit was an innovation which would possibly cause inconvenience in certain countries. He would therefore propose that the time-limit be reduced to two years. That would make it easier for Germany to withdraw the objections she had advanced.

M. SCHÖNFELD (Netherlands) would be able to accept the German proposal, but with a three-year time-limit.

After an exchange of views, M. ECKARDT (Germany) and M. SCHÖNFELD (Netherlands) said that they were obliged to press their respective proposals.

After a discussion as to which of the proposals should be voted first, *the Conference finally decided by twelve votes to three in favour of the two-year time-limit proposed by the German delegation.*

Article 16 was adopted in the following form:

“After the expiration of two years from the date of its entry into force the present Convention may be denounced by any contracting party.”

The remaining clauses were adopted as in the Drafting Committee's text (see Annex 2, page 45).

ARTICLE 17.

In order to bring Article 17 into line with Article 10, the time-limit of five years in the first paragraph is reduced to two years.

M. SOUBBOTITCH (Yugoslavia) contrasted Article 17 with the corresponding article in the Convention recently drawn up on cheques and observed that the former bore no resemblance to the latter either in precision or in purport and was not sufficient if taken alone.

The SECRETARY-GENERAL OF THE CONFERENCE explained that in none of the conventions concluded under the auspices of the Communications and Transit Organisation were the clauses concerning the procedure for revision more complete than those in Article 17. The clause proposed by the Drafting Committee was contained, in substance, in the other conventions, and had always appeared to be acceptable in view of the terms of the statute of the Organisation for Communications and Transit.

M. SOUBBOTITCH (Yugoslavia) was quite aware of the point mentioned by the Secretary-General of the Conference, but observed that other conventions concluded under the auspices of the League, but not dealing with communications and transit, contained more detailed stipulations with regard to the procedure for revision.

The SECRETARY-GENERAL OF THE CONFERENCE replied that the article concerning revision in the Convention on Cheques to which the Yugoslav delegate had apparently referred, did not specify the action to be taken on an application for revision; under that article such action was left to the discretion of the Council. Under the Statute of the Organisation for Communications and Transit the decision as to the convening of conferences also rested with the Council. The Secretary-General of the Conference considered it advisable not to weaken the purport of the clause appearing in other conventions on communications and transit questions.

M. SOUBBOTITCH (Yugoslavia) did not consider that the explanation of the Secretary-General of the Conference was entirely satisfactory, but would not press his point. If it was true that every country was entitled to apply for revision, it would be helpful to know what was the object of the clause under which revision could be applied for at any time by not less than three of the contracting parties.

CEMAL HÜSNÜ Bey (Turkey) proposed that Article 17 should be worded like the corresponding article in the Convention on Cheques, or something similar. In any case it would be desirable that the Secretary-General of the Conference should devise some wording which would give a clear idea of the action to be taken on an application for revision.

The SECRETARY-GENERAL OF THE CONFERENCE observed that, if, as some members seemed to think, the clause in the draft Convention had no meaning, there was no need to insert it in the Convention. If, however, it were embodied in the Convention, it would have some force, because it was quite clear that the right of States to submit individually applications for revision was in no way affected. The clause as it stood in the draft Convention represented a moral right for three of the contracting parties to apply for revision after two years, and this moral right unquestionably entailed a moral obligation on the Council to give all due consideration to any such application made to it by virtue of an international convention. The Secretary-General of the Conference had only asked permission to deal with this point, because he was anxious not to lessen the moral force of the same clause as embodied in the other conventions.

With regard to the wish expressed by the Turkish delegate, the Secretary-General of the Conference added that there would be no objection to specifying in Article 17 that applications for revisions should be addressed to the Secretary-General or to designating the parties to whom they should be forwarded by the Secretary-General. With this aim in view, he would propose the following wording :

“ Any application made under the preceding paragraph will be addressed to the Secretary-General of the League of Nations, who will give notice thereof to the other contracting parties and will communicate the application to the Council.”

This text was adopted.

Article 17 was adopted in the following form :

“ Revision of the present Convention may be requested by at least three contracting parties at any moment after it has been in force for a period of two years.

“ Any application made under the preceding paragraph will be addressed to the Secretary-General of the League of Nations who will give notice thereof to the other contracting parties and will communicate the application to the Council.”

ANNEXED PROTOCOL.

Mr. FITZMAURICE (Great Britain) said that, in his Government's view, the specification in the annexed Protocol was superfluous, and he consequently proposed that the Protocol be struck out. The British Government further desired that the expression “ territory of the contracting parties ” should be substituted for the somewhat vague term “ country ” throughout the Convention.

The proposals of the British delegate were adopted.

The Annexed Protocol was deleted. The Drafting Committee was instructed to modify the Convention in accordance with the British delegation's proposal.

FIFTH MEETING

Held on March 27th, 1931, at 10 a.m.

President : M. ECKARDT (Germany) later, M. ROUBÍK (Czechoslovakia).

XIV. Agreement between Customs Authorities in order to facilitate the Procedure for dealing with Undischarged or Lost Triptychs.

AMENDMENT BY THE BRITISH DELEGATION (see Annex 3, page 46).
TO THE TEXT PROPOSED BY THE DRAFTING COMMITTEE (see Annex 4, page 46).

Mr. FRANKLIN (Great Britain) commented on the amendment submitted by the British delegation and underlined the importance, in cases where the triptych was undischarged or lost, of the car being examined by a competent authority in order to establish its identity.

M. CRISPIELS (Belgium) saw no great difference between the British amendment and the Drafting Committee's text.

It was not necessary to stipulate, as was done in the amendment, that before the issue of a certificate the car should be identified during its inspection by the Customs authorities, for it was inconceivable that the Customs authorities would grant the certificate without having seen the car. In this respect therefore the amendment added nothing to the Drafting Committee's text.

On the contrary, with regard to this point, the amendment was narrower than the draft, because the former did not take account of the fact that a car-owner was free to choose between a consular certificate and a Customs certificate. Touring associations, however, attached considerable importance to this freedom of choice being maintained.

Subject to the foregoing remarks, the Belgian delegation would adhere to one or the other of the two texts.

M. LAFARGUE (France), speaking as representative of the French Customs administration, associated himself with the Belgian delegate's statement.

With regard to the actual form in which the Agreement was drawn up, he would be glad to know the exact nature of the draft instrument proposed by the Drafting Committee; it differed very considerably from the text adopted by the Customs Committee. Was it meant to be a simple proposition which the representatives would submit to their national Customs administrations for an administrative decision or a draft inter-governmental arrangement which was intended to come into force on a specified date after ratification?

M. RENGERS (Netherlands) supported the British amendment. In his country the choice of the certificate to be produced was not left to the car-owner.

The British amendment was adopted unanimously but with the following amendment proposed by the Belgian delegation: ". . . The party concerned may, if he should so prefer, produce a certificate from a Customs authority of another country . . ."

SIGNATURE AND SCOPE OF THE AGREEMENT.

The PRESIDENT asked whether all representatives of Customs administrations present at the meeting would be prepared to sign the Agreement without reservation. He would urge, as M. Lafargue had done, that the Agreement should make it clear whether the contracting parties were the Customs authorities or the Governments. Either solution could be contemplated; the administrations could, by an exchange of notes, adopt any agreed provisions, and the representatives of the Governments could sign a document taking the form of an administrative convention which would be binding on their respective administrations. This last form had been adopted for the Convention on Road Traffic.

Further, in the President's view, delegates could sign the Agreement without making any reservation as to subsequent approval by their Governments. That would be perfectly possible for Germany.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that, if any delegate considered approval by his Government indispensable, he could sign *ad referendum*, since the interval before the coming into force of the Agreement would be counted, in so far as concerned each Government in question, from the date communicated by such Government in a communication to the Secretary-General of the League in confirmation of the signature so given.

M. DE RUELLE (Belgium) had supposed that in this matter an agreement between Customs administrations would have sufficed without Government intervention. Though, of course, the administrations had no power to sign international conventions, they did, however, frequently make tacit agreements with one another without giving them any definite legal form. Such agreements, nevertheless, were binding on the Government, which was invariably responsible for its administration. The fiscal authorities and the police authorities often concluded arrangements of this kind.

The procedure of signature *ad referendum* was practical, since ratification would be far too cumbersome a procedure for the Agreement under discussion.

Mr. FITZMAURICE (Great Britain) agreed with M. de Ruelle. An agreement between administrations had real legal force, since an administration was an organ of government and in the case of a breach, the injured party was entitled to demand reparation from the Government concerned.

M. SOUBBOTITCH (Yugoslavia) had hoped that the legal scope of the proposed agreement would be determined. International agreements were of various kinds: there were those between heads of States and between Governments; there were likewise diplomatic agreements and agreements between the administrations of two or several States, but the latter were always based on a previous international agreement empowering the administrations in question to confer. Was it proposed to conclude an agreement between administrations which was not based on the authority of an existing international agreement? Would such a course involve the responsibility of the Governments internally or internationally? M. Soubotitch hoped that the Agreement would take the form of an international inter-governmental agreement.

The LEGAL ADVISOR TO THE CONFERENCE considered the legal question raised by M. Soubotitch a very important one. Every delegate must know the scope of the undertaking which he was required to sign. The Agreement in the wording proposed laid down: "The representatives of the Customs administrations of the different countries met at Geneva on . . . and duly authorised for this purpose have agreed to the following provisions . . .". There could be no doubt that the Governments would be legally bound by the signature of such representatives.

As to the questions whether the Governments were constitutionally authorised to conclude such agreements; whether the Customs authorities had themselves been authorised to conclude them; and whether the delegates present at the Conference had power to commit their administrations and thereby their Governments; these were issues of much importance, but they were matters of internal law alone. The only point that concerned the Conference was whether the delegates present had power to conclude the proposed agreement. If the answer were in the affirmative, it was for them to decide on the form which they thought such agreement should take.

M. SOUBBOTITCH (Yugoslavia) asked whether a simple written declaration by each delegation would not suffice.

The PRESIDENT doubted whether a declaration of that kind would have the same force as an inter-governmental arrangement. The latter had the advantage that legally its consequences were not open to question.

M. SOUBBOTITCH (Yugoslavia) hoped that it would be made clear that, if the Conference decided that the Agreement should take the form of an inter-governmental arrangement, this would not necessitate subsequent ratification, but that the agreement would be binding on the parties as soon as signed.

M. René MAYER (France) said that his delegation would vote for the Drafting Committee's text, which he took to be an inter-governmental arrangement.

M. SOUBBOTITCH (Yugoslavia) drew attention to one difficulty. Certain delegations represented their Governments, but had no representatives of Customs administrations among their members; other delegations had among them representatives of Customs administrations, but were not authorised to sign an agreement binding on their Governments.

The PRESIDENT put the following point to the Conference: Were the delegates prepared to conclude a formal inter-governmental arrangement?

The question whether delegates were representatives of administrations or Governments was a purely formal matter, since an administration would commit its Government.

The Conference decided unanimously, with the exception of one vote, against the proposal that the first sentence should begin with the words: "The representatives of the Governments . . ." and adopted the Drafting Committee's text (see Annex 4, page 46).

XV. Date for the Coming into Force of the Agreement and the Denunciation Clause.

The PRESIDENT noted that the Conference agreed on the following points:

The Agreement to remain open for fresh signatures indefinitely.

Signatures affixed *ad referendum* may be confirmed by a simple letter to the Secretary-General of the League of Nations. Countries wishing to sign after the close of the Conference to do so through agents specially authorised for this purpose.

The Conference further adopted the following clause proposed by the French delegation:

"The present arrangement shall come into force three months after three signatures have been affixed."

A special paragraph to be included *stipulating that* one year after coming into force the Convention may be denounced with one year's notice.

The various additions and textual amendments to be revised and co-ordinated by the Drafting Committee.

M. Roubík (Czechoslovakia) took the Chair.

XVI. Drafting of the Conventions in Languages other than the Official Languages of the League of Nations.

M. ECKARDT (Germany) said that, owing to her central situation in Europe, surrounded as she was by countries where German was the official language, Germany was in a very exceptional situation in regard to the Conventions to be concluded. Those Conventions were to be applied primarily by the internal State and local authorities. They also very closely affected the interests of private individuals. It was, therefore, particularly important to draft at the outset a German version which would form the basis for the ratification law to be promulgated in Germany. It was also desirable that there should be only one text for any other German-speaking States which might be prepared to adopt it as a basis in their relations with Germany and with one another, as indeed had been done at the recent Conference for the Unification of River Law.

The German texts could be drafted very speedily, under the supervision of the Secretariat of the Conference, by a Committee consisting of the members of the Conference belonging to the countries which had German as an official language, and they could be submitted to the Conference before the signature of the French and English versions. If that were done, there would be no difficulty in having in an annexed protocol a clause similar to that embodied in the Convention signed at the Conference for the Unification of River Law, which reads as follows:

"A text in the German language is joined to the present Convention. In signing the Convention, plenipotentiaries may reserve for their Government the right to adopt this text when ratifying, it being understood that, if this is done, the said text shall be also authoritative in the relations between States which have all exercised the said right, and that, in case of dispute between such States as to the interpretation of the texts, the text of the Convention shall prevail if one of the States parties to or intervening in the dispute so demands.

States acceding to the Convention shall have the same right."

The German delegation would have no objection to this clause being completed by a stipulation to the effect that in the event of a dispute between the countries for whom the German version was authentic, regarding the interpretation of any of the provisions, the French and English texts would, on the request of one of the German-speaking States or of a third party intervening, be regarded as authoritative.

The German delegation recognised that from the legal point of view other countries could claim the same right. From the practical angle, however, there appeared to be a fairly wide difference between creating a special situation for German and giving an exceptional advantage to other languages. There were already certain countries which were thinking of adopting German as their official language. There was apparently no other language in the same position. The German delegation, nevertheless, were prepared to consider the possibility of a general clause, apart from the special German clause, authorising the countries concerned to conclude a similar arrangement with other States.

As a compromise, Germany would indeed drop her first proposal and would be satisfied with a general clause stipulating that the countries might agree with one another on a text other than the official text signed at the Conference to settle their mutual relations, with the proviso that in case of dispute the French text, signed at the close of the Conference, would prevail. He would also propose that countries specially interested in the question should confer in a committee under the chairmanship of M. de Ruelle.

M. SILVELA (Spain), on behalf of his delegation, said that the European Road Conference was not, in his view, competent to deal with and solve a question which apparently was rather within the jurisdiction of the Assembly. If, however, it were competent to do so, the Spanish delegation would not object to a translation of the Convention into German or any other language, because the Convention on the Taxation of Foreign Motor Vehicles, although drawn up as a European Convention, would probably, as all delegations no doubt believed and hoped, be adhered to by all civilised countries whether in Europe or not. Again, in view of the wording of Article 12 of the Convention on the Taxation of Foreign Motor Vehicles reading: "The present Convention may be acceded to on behalf of any member (not European member) of the League of Nations", and considering that it was plain and unquestionable that the benefits of the Convention could not be reserved exclusively for the European countries, the Spanish delegation would ask that, as soon as any Spanish-speaking Power adhered to the Convention, the latter should be translated into Spanish, such translation to have the same force, validity and significance as any other translations of texts drafted in the two official languages of the League.

As the League's aim was to unite the largest possible number of nations by means of international agreements, it would be advantageous if the non-European countries could be enabled to adhere to the Convention. All the German-speaking countries had been able to take part in the debate, but there was a very large number of Spanish-speaking countries which were not represented at the Conference. For that reason a Spanish translation would, at any rate, be as useful as a translation in any other language, and, if a concession were made on this point, the Spanish translation must necessarily have the same force as any other.

M. SCHÖNFELD (Netherlands) had no objection to the German proposal.

M. ROTHMUND (Switzerland) said that, as Switzerland had three official languages, he would be prepared to support the idea of allowing the contracting parties concerned to have a text in the language other than the two official languages and to confer with one another with a view to drafting translations which would be recognised as official between themselves. In case of a divergence of opinion the English and French original text alone would be authentic.

M. GÉBER (Hungary) supported the proposal of the German delegation for purely practical reasons, in view of the fact that, in the majority of the countries of Central and Eastern Europe, German is spoken and understood to a greater extent than French and English. The authorities of these countries often communicate with each other in German. But, in order to avoid any misunderstanding, it would be as well for the German translation to be submitted to the League of Nations and for the latter to approve it officially after comparison with the French and English texts.

M. MELLINI (Italy) thought that the German proposal was outside the Conference's purview. The question was one of introducing German officially or semi-officially in drafting the text of League Conventions. The Italian delegation saw no special reason necessitating the drafting of a German rather than an Italian or a Spanish version of the three Conventions before the Conference.

After the conclusion of the 1926 Convention the countries concerned had agreed on the translated versions. M. Mellini did not see why the same course should not be followed in the present instance, and on behalf of his delegation he had regretfully to oppose the annexing to the Convention of a German text, since it was not for the Conference but for the League Assembly to consider the question of introducing a new official language into League Conventions.

M. RIEHL (Austria) supported the German proposal, but would agree to its taking the more general form of a clause whereby any translation made by the countries concerned into their own language would be held to be authentic.

M. VERMAIRE (Luxemburg) had no objection to the German proposal, as Luxemburg was a bilingual country.

M. RASINSKI (Poland) agreed with the Italian delegation that the question of the League's official languages was one to be settled by the Assembly and not by this Conference.

Mr. FITZMAURICE (Great Britain) had consulted his Government on the issue under discussion, and had received definite instructions as to the observations he was to submit. The German proposal raised a matter of general importance. The Conference on Road Traffic was a technical Conference. It therefore had no power to take a decision as to the language in which the documents should be drawn up. That matter came within the jurisdiction of the League Council and Assembly, and the British Government would oppose the introduction of a new language, and generally speaking any departure from the normal procedure, until the question, which was definitely political in character, had been fully discussed by the competent body.

The German delegation proposed that groups of countries should be authorised to agree with one another on an official text drawn up in a common language, which would govern their mutual relations. If it were merely a question of translation, that was a right which the countries unquestionably possessed, as it was, and there was therefore no need to mention the matter in the Convention. The countries could adopt a translation to govern their mutual relations if that was convenient to them; but only the text officially drawn up in the two League languages was authentic. The British delegation would therefore be forced to vote against the German proposal, and, if the latter were adopted, the British Government would be obliged to give anxious consideration to the question of signing the Convention.

M. FERRAZ D'ANDRADE (Portugal) concurred in the Italian and British point of view.

M. René MAYER (France) reminded delegations that the Conference had been called to discuss the texts of Conventions on Road Traffic. To one of these Conventions was annexed a model Fiscal Permit and, on a motion by the French delegation, it had been decided that this Fiscal Permit would be made out in the language of the issuing country. It seemed then that each country concerned was given very wide facilities. The French delegation supported the Italian and British standpoint.

M. ECKARDT (Germany) did not think that the Conference could be held incompetent to take a decision on his proposal. The Conference for the Unification of River Law had taken a similar decision without having to consult the Assembly.

The German proposal, in the last form in which it had been presented, claimed no exceptional privilege for the German language. Without affecting the existing situation in any way, it merely asked that the German version might have the same force for German-speaking countries as the English and French versions. The German delegation had made this proposal because, under the German constitution, the law for the ratification of a convention must refer to an official text. Many difficulties had occurred owing to the fact that certain conventions had been drafted in a language with which the German authorities were not familiar. The support given by various delegations to the German proposal was bound, M. Eckardt, thought, to ensure its success, once the previous question of competence had been settled.

M. CONTOUMAS (Greece) said that as there was nothing in the instructions which he had received from his Government which permitted him to discuss the subject involved in the German proposal, he would refrain from taking part in the debate which had just been opened and from voting on any question which might be the outcome of such debate.

M. RASINSKI (Poland) pointed out that at the time of the signature of the Convention for the Unification of River Law the preparation of a German text had been authorised for very special reasons. It had been made clear that the Convention referred more particularly to waterways in German territory and that sufficient allowance had not been made for German technical notions. M. Rasinski did not think that this precedent could be invoked in the present circumstances.

Mr. FITZMAURICE (Great Britain) did not regard the reasons adduced by the German delegation as sufficient for making so fundamental a change in League procedure. The only solution which would obviate the internal difficulties mentioned by the German delegation would be to admit German as an official language of the League. No proposal had been made in that sense. As to the right of the German-speaking peoples to agree on a German translation, there was no need to mention that in the present Convention.

CEMAL HÜSNÜ Bey (Turkey), stated that the principle of the Turkish Government being that of the equality of all States in all international questions, the Turkish delegation had no objection to make to the German proposal.

M. SILVELA (Spain) observed that, at the time of the signature of the Convention for the Unification of River Law to which the German delegate had alluded, Great Britain had not been represented, and that the preparation of a German version had been accepted on the express condition that in no case could such a decision be regarded as a precedent. It had likewise been specified that adherence to the German text could only be given immediately after the Conference. If the Conference decided to annex a German version to the Convention, the Spanish delegation would be obliged to insist that a Spanish text also should be annexed.

M. FELDMANS (Latvia) had received no special instructions as to the question raised by the German proposal. In his opinion it was obvious that Germany could agree with her neighbours on a German text. The question was whether the German delegation was prepared to sign the French and English texts agreed upon by the Conference. If the German delegation signed these two texts, the German Government would necessarily be obliged to ratify them.

M. ECKARDT (Germany) pointed out that he had not asked for any special privilege for Germany, because he had proposed only a general clause empowering all countries concerned to prepare an official translation of the Convention in their national language. The German delegation thought it desirable to have a German version of the Convention and was ready to confer with the other countries concerned with a view to the translation being made prior to signature.

M. SOUBBOTITCH (Yugoslavia) noted that the arguments adduced by the German delegation were not of a technical nature, nor were they inherent in the Convention itself. At the time when the Convention for the Unification of River Law had been signed, the reasons advanced for a German version had been of a technical nature, because that Convention would be put into force on waterways situated to a great, if not preponderating, extent in German-speaking countries and also on the river craft of those countries. There was nothing of this nature in the present case, in which the question was rather one of principle. The admission, however, of a new official language of the League was outside the jurisdiction of the Conference, which could not even discuss it. Germany would possibly receive material satisfaction by the adoption of the Swiss proposal, whereby, quite apart from the proceedings of the Conference, the States concerned would be entitled to agree with one another on a German version of the Convention, prepared at their discretion and valid in respect of their relations with one another, as had been arranged at the recent Conference concerning the unification of laws relating to cheques.

The PRESIDENT, speaking as representative of Czechoslovakia, doubted whether the Conference was competent to take a decision on the German proposal. If it did so, it might perhaps be disavowed by the Governments. As all delegations had had an opportunity of stating their views on the proposal, it would suffice if the Secretariat were instructed to take any necessary action in consequence of these views, and possibly to submit a proposal to the Council through the Communications and Transit Organisation.

M. DE RUELLE (Belgium) could not say whether the Conference had the right to take a vote, even on the preliminary question of its competence, in order to decide the question raised by the German delegation. He agreed with the President that it was the duty of the Secretariat to report to the Council of the League with regard to the German request.

M. ECKARDT (Germany), in reply to the question put by M. Feldmans (Latvia), said that the German delegation was prepared to sign the French and English texts of those of the Conventions with the substance of which they are in agreement. In doing so, however, it would reserve its Government's rights, since certain points, in particular the Convention on Taxation, would give rise to objections.

He asked that it might be clearly placed on record that in view of the explanation given by various delegations to the Conference, it was recognised that the States would be entitled to agree with one another on a text in a language other than the two official League languages, and that such a text would be authentic in respect of their mutual relations. He would be glad, in particular, if it could be made clear that no objection had been raised against this last proposal.

M. René MAYER (France) thought that the last German proposal, as he interpreted it, might be formulated as follows :

“It is sufficiently clear from the observations exchanged between delegations—and this would be seen from the Minutes of the meeting—that States or groups of States which desire to do so will subsequently be entitled to agree with one another on a translation of the official English and French texts which alone are authentic, and may use such translations in their mutual relations.”

M. ECKARDT (Germany) said that he was not entirely satisfied with the statement as formulated by the French delegate. He would reserve his right to return to the question later.

M. BAGGE (Sweden) said that the discussion raised by the German proposal had touched on a certain number of points on which the Swedish delegation had received no instructions authorising it to state an opinion. He had accordingly abstained from intervening in the debate.

SIXTH MEETING

Held on March 28th, 1931, at 10 a.m.

President: M. ECKARDT (Germany) and M. ROUBÍK (Czechoslovakia)

XVII. Agreement between Customs Authorities in order to facilitate the Procedure in the Case of Undischarged or Lost Triptychs (continued): Text proposed by the Drafting Committee.¹

The Conference examined the text proposed by the Drafting Committee article by article.

PREAMBLE.

No observations.

ARTICLE I.

No observations.

ARTICLE II.

M. CONTOUMAS (Greece) asked whether the Conference intended to lay down procedure for the accession of the countries which had not been invited to the Conference.

The PRESIDENT replied that, after examining the question, the Drafting Committee considered that that would unduly complicate a relatively simple matter in which other Customs authorities were hardly likely to intervene. Clearly other Customs authorities who desired to accede to the Agreement could do so, even if that was not specially provided for in the Agreement.

Did the Conference consider the text sufficient, or would it prefer to mention the point to which the Greek delegate had called attention?

Mr. FITZMAURICE (Great Britain) said that, according to Article II, no Government could sign the Agreement unless it had been invited to the Conference. Article II would have to be amended to provide for the accession of States which had not been invited.

M. DE RUELLE (Belgium) thought the question had no practical importance. Obviously an absolutely complete and regular text should provide for the accession of the States which had not been invited, but the matter was extremely simple. If an uninvited State offered to accede, it would be welcome to do so, even though no provision was made in the text.

Adopted.

ARTICLE III.

As the result of an observation by M. DE RUELLE (Belgium), the words "90 jours à partir de la date de la signature" were replaced by "90 jours à partir de sa signature". The English text remains unchanged.

ARTICLE IV.

No observations.

The Agreement was adopted (see document C. 233. M.101. 1931. VIII).

XVIII. Draft International Convention on the taxation of Foreign Motor Vehicles (continued).

(ARTICLES 10, 11 AND 12 (continuation) (see Annex 2, page 45).

The PRESIDENT pointed out that, on the proposal of the German delegation, three articles relating to the question of non-European States or States not invited to the Conference had been held over.

M. PFLUG (Germany) said that the German delegation had suggested that the question of the accession of non-European States should be ajourned. They were now in a position to state that they had no objection to the accession of such States.

Articles 10, 11 and 12 were adopted.

The PRESIDENT, in accordance with the rules of the Conference, took a roll-call on the International Convention on the Taxation of Foreign Motor Vehicles, including the annexed Protocol, which contained two provisos: a general clause reserving to the contracting parties the right to require that the formalities provided for should be carried out at some frontier office other than a Customs office, and a reservation by the Swiss delegation.

¹ This text is not annexed to the Minutes, as it is identical with the definitive text with the exception of a single modification indicated on the following page.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the vote on the Convention as a whole had to be taken by roll-call, and the text could only be adopted by a majority of two-thirds of the delegations voting. When counting votes, abstentions would be considered as votes against the Convention. At the same time, attention must be drawn to the fact that "Yes" did not indicate that a delegation undertook to sign the Convention; it merely indicated that the delegation considered that the conclusion of such a Convention would be useful.

M. PFLUG (Germany) stated that the German delegation had been instructed by their Government not to vote for the Convention.

The result of the ballot was as follows:

Yes: Belgium, Czechoslovakia, Free City of Danzig, Denmark, France, Great Britain, Greece, Hungary, Irish Free State, Italy, Latvia, Luxemburg, Principality of Monaco, Netherlands, Poland, Portugal, Spain, Sweden, Switzerland, Turkey, Yugoslavia.

Abstention: Germany.

The Austrian, Lithuanian and Roumanian delegations were absent.

The Convention was adopted by twenty-one votes. There was one abstention.¹

M. FELDMANS (Latvia) explained that his vote related only to the Convention on Taxation. He had not voted on the Agreement between Customs authorities in order to facilitate the procedure in the case of undischarged or lost triptychs.

XIX. Interpretation of the Convention on the Taxation of Foreign Motor Vehicles concerning the Granting of Greater Facilities by a State.

M. CONTOUMAS (Greece) pointed out that at the meeting of the Committee on Taxation on March 19th, the Yugoslav delegation had suggested the addition of an article similar to that which would be contained in the Convention on commercial motor transport and relating to the right of States to maintain or to introduce later greater facilities than those offered in the Convention. The amendment had been withdrawn as being unnecessary, as it had appeared during the discussion that States would always be able to offer greater facilities, the system provided for in the Convention being considered as a minimum. Since that discussion, the position had nevertheless changed owing to the Swiss reservation which, although subject to one condition, might give the impression that States which were disposed to introduce a more liberal system were not entitled to do so. The danger of such a thesis was all the greater, since it had been decided not to draw up an additional Protocol enabling the States to increase the period of exemption to one year. Although the Greek delegate himself saw nothing in the Convention in support of such an interpretation, he attached importance to knowing the opinion of the Conference on this point. The adoption by the Conference in plenary session of the opinion expressed during the discussions of the Committee on Taxation would have the double advantage of encouraging States to act more liberally in future—more especially those States which already grant more favourable treatment than that provided for in the Convention—and to continue this excellent practice.

M. ROTHMUND (Switzerland) said that the Swiss delegates agreed that their reservation should be made general in the sense suggested by the Greek delegate. The reservation was only necessary because of the Swiss conception in regard to the retroactivity of taxation. The Conference had admitted that, in spite of that conception, the Swiss system was at any rate as liberal as the system embodied in the Convention. If the Conference could find a text which included the Swiss reservation, his delegation would willingly support a general reservation or even a general article inviting the countries to introduce systems which were more liberal than that of the Convention.

M. DE RUELLE (Belgium) supported these observations. There were much greater facilities which did not in any way change the Convention, in the sense that it constituted a minimum. If those facilities, taken as a whole, involved a different system in regard to certain points, the Conference should decide to allow it. If it were understood that States could act more liberally, applying the measures contained in the Convention as a minimum, there would be no need to change the text. If, on the contrary, the Convention were to be modified in any way, reference should be made to the matter.

M. SOUBBOTITCH (Yugoslavia) explained that the Greek delegate's observations related to a discussion in the Committee on Taxation on March 24th which it would be advisable to reconsider. The Yugoslav delegation had submitted an amendment to the effect that the Convention did not prevent States from granting greater fiscal facilities than those provided in the Convention and also that the greater facilities offered by certain States at the time the Convention entered into operation should not be considered as superseded, solely owing to the fact that the Convention had come into operation. The amendment was couched in the terms of a similar article in the draft Convention on commercial motor transport. During the discussion, the Secretary-General of the Conference had pointed out that the text went further than the idea of the Yugoslav delegation in the sense that it was provided that, if a State offered greater facilities, such facilities should automatically be granted to all other States. The

¹ The final text of the Convention is published as document C.232.M.100.1931.VIII.

Yugoslav delegation then stated that that interpretation went beyond what they had in mind, and that they had not intended their amendment to be turned into a most-favoured-nation clause. The Belgian and French delegations then stated that they were in favour of the Yugoslav proposal, and maintained that even in the absence from the Convention of such a text the States could obviously grant greater facilities if they wished. The Yugoslav delegation withdrew their proposal, but it was formally pointed out by the Chairman at the request of that delegation that there was nothing to compel the States to extend such facilities to other States, and nothing to prevent them from doing so—that was to say, the Convention did not compel States which offer facilities to a particular State to extend them to other States, and that the question whether the proposal amounted to a most-favoured-nation clause was outside the scope of the Conference.

M. René MAYER (France) and M. DE RUELLE (Belgium) approved the statement of the Yugoslav delegation.

M. ROTHMUND (Switzerland) pointed out that the very clear explanations given by M. de Ruelle and M. Soubotitch dealt with the question only from the point of view of form. If the Conference regarded the system fixed by the Convention as a starting-point for the exemption of private cars, they could perhaps go one step farther and in a special article adopt a system offering even greater advantages than the system fixed in the Convention. That recommendation could be connected with the Swiss reservation by means of a sentence explaining in the same terms as the present reservation that in any case a system such as the Swiss system was considered to be applicable without any contravention of the provisions of the Convention.

M. René MAYER (France) was sure the Conference regarded the Swiss system as compatible with the Convention, although the Swiss reservation had not been adopted. Consequently the question no longer arose. On the other hand, although he was not averse in principle to a recommendation in the sense suggested by his colleague, M. René Mayer wondered whether it would be advisable to make such a recommendation after so extensive an enquiry into the question, at the conclusion of which agreement had been reached on a kind of compromise text. He thought the application of the Convention would inevitably lead the countries to go further. When the Convention had to some extent been applied, the period of exemption might be extended by natural progression by means of bilateral agreements.

M. CONTOUMAS (Greece) was in principle in favour of the Swiss recommendation. He noticed that the interpretation which he had hoped the Conference would give to the Convention had been brought about, thanks to the opinions which had just been expressed. When raising the question which was the object of these views, he had nothing more in mind.

M. FERRAZ D'ANDRADE (Portugal) explained that a private car entering Portugal under the triptych system could remain in the country untaxed for one year. Would Portugal be entitled to modify its system of taxation in order to put it into conformity with the system in the Convention in spite of the fact that this system was less liberal than that at present in force?

M. SOUBBOTITCH (Yugoslavia) understood the Swiss delegation to suggest that the Conference should recommend that the States should be invited to consider the possibility of granting facilities greater than those offered in the Convention. If that was really the meaning of the Swiss proposal, the Yugoslav delegation could approve it. In Yugoslavia the period of exemption was one year.

The PRESIDENT asked the Conference to take a decision in the first place on the principle of the Swiss recommendation.

M. CONTOUMAS (Greece) asked whether the interpretation given to the Convention would be modified if a majority was opposed to the principle.

The PRESIDENT replied in the negative.

M. DE RUELLE (Belgium) added that the vote which was about to be taken related only to the advisability of making such a recommendation.

The Conference decided by ten votes to seven to make a recommendation in the sense suggested by the Swiss delegation.

The PRESIDENT asked the Swiss delegation to prepare a text to be examined at the next meeting.

In reply to the question put by the Portuguese delegate, the President added that Portugal would of course be entitled to modify its present system of exemption and to apply the system provided in the Convention.

M. SCHÖNFELD (Netherlands) stated that in his view the Convention would not prevent any State from granting greater facilities to another State whether that State was or was not a signatory, subject to reciprocity.

The PRESIDENT said that that was obvious.

XX. Draft Convention concerning the Unification of Road Signals : Text proposed by the Drafting Committee.¹

REPORT OF THE COMMITTEE ON ROAD SIGNALS.²

(M. Stievenard, Chairman of the Committee on Road Signals, came to the President's table.)

(The President was obliged to leave for a short time and was replaced by M. ROUBIK (Czechoslovakia, Vice-President.)

The Conference took cognisance of the report on the work of the Committee on Road Signals.

The Conference examined the text proposed by the Drafting Committee, article by article.

PREAMBLE

No observations.

ARTICLE I.

Mr. LESTER (Irish Free State) suggested that the words "to which this Convention applies" should be deleted, as the question was settled by the provisions of Article 6. The words in question were, in his opinion, absolutely unnecessary.

The SECRETARY-GENERAL OF THE CONFERENCE explained that it had been thought advisable to insert this phrase in order to make the text conform to the articles providing for the accession or non-accession of colonies and other territories mentioned in Article 6. If, however, the Conference did not think this phrase was necessary, the original text which said "in their respective territories" could be re-established.

M. SCHÖNFELD (Netherlands) thought it necessary to provide for the case of the countries which had colonies. The original text was not sufficiently clear.

The Irish amendment was defeated by six votes to two.

Mr. LESTER (Irish Free State) interpreted the vote as signifying that the Conference maintained the words in question for no other purpose than to define the application of Article 6.

ARTICLES 2 AND 3.

No observations.

M. Eckardt again took the Chair

ARTICLE 4.

M. MELLINI (Italy) drew attention to the special case of motor roads (autostrades) in Italy, which were open to public traffic. Most of those roads were Government concessions to companies which were entitled to collect toll and to put up a number of boards for advertisements in order to recoup themselves for the cost of building the roads. The capital had to be repaid in fifty years, and the road then became the property of the State. The boards were very large and these motor roads had few but very open curves. In these conditions a sufficient degree of visibility was ensured to motorists, so that no danger was caused by the boards. The Italian delegate asked that it should be stated in the Minutes that the Italian "autostrades" were in a special position, and that there was no need to prohibit the placing of a large number of boards along such roads, seeing that the object of Article 4 was attained.

M. EGNELL (Sweden) agreed that the boards on the Italian motor roads were not harmful to traffic and did not increase the risks. On the other hand, he was of opinion that on the ordinary roads they were very harmful and might increase the traffic risks in dangerous spots when placed, not only on, but even at the side of a road. For that reason Sweden was considering a bill to enable the authorities to remove such boards.

The PRESIDENT said that the observations of M. Mellini and M. Egnell would appear in the Minutes.

M. MELLINI (Italy) referred to the third paragraph: "The contracting parties will prohibit any irrelevant notice from being affixed to an approved sign. . . ." He pointed out that the Committee on Road Signalling had decided that the name of a donor of signals was not an irrelevant notice within the meaning of the Convention.

M. STIEVENARD (Chairman of the Committee on Road Signalling) explained that the fact which determined whether such a notice was permitted or prohibited was whether it decreased visibility and altered the character of the sign.

The PRESIDENT said that the Conference accepted this explanation.

¹ See document C.231.M.99. 1931. VIII.

² See Annex II to the Minutes of the Committee on Road Signalling (page 126).

ARTICLE 5.

M. SOUBBOTITCH (Yugoslavia) asked whether the words "It (the dispute) *may* be submitted . . ." had the same meaning as in the Convention on Taxation—namely, that in the case referred to in Article 5, the dispute *might by common agreement* be submitted to the Communications and Transit Committee for an advisory opinion.

M. René MAYER (France) said that the expression used in Article 5 had the same meaning as the expression contained in the Convention on Taxation.

The SECRETARY-GENERAL OF THE CONFERENCE stated that the text implied that conciliation procedure could not take place if one of the parties objected.

M. SOUBBOTITCH (Yugoslavia) concluded that the parties must agree that the dispute should be submitted for an advisory opinion.

The PRESIDENT said that these observations would appear in the Minutes.

CEMAL HÜSNÜ Bey (Turkey) asked that it should be clearly understood that, if the parties did not agree, the question *could not* be referred to the Communications and Transit Committee.

ARTICLES 6, 7, 8, 9, 10, 11 AND 12.

No observations.

ARTICLE 13.

M. EGNELL (Sweden) noted that any alteration or addition to the Annex to the Convention had to be accepted by the other contracting parties. Should it be possible for a State to prevent another State from adopting a new sign which was in conformity with the system laid down in the Convention? Everyone agreed that there should be as few signs as possible, but could it be maintained that provision had now been made for all the signs which might be necessary in eight or ten years? Greater freedom to introduce new signs was necessary.

The PRESIDENT thought the second paragraph of Article 3 gave satisfaction to the Swedish delegate.

M. STEVENARD added that Article 13 should be read in connection, not only with Article 3, but also with the recommendation relating to the application of that article. A State could always add a signal, provided it kept within the general system and asked the opinion of the Permanent Committee on Road Traffic.

ARTICLES 14 AND 15.

No observations.

ANNEX.

I. *Danger Signs.*

No observations.

II. *Signs giving Definite Instructions.*

No observations.

III. *Signs giving Indications only.*

CEMAL HÜSNÜ Bey (Turkey), referring to paragraph (c) (*sign showing place at which a first-aid station can be found*), said that the accession of a number of countries would be facilitated if another figure representing a crescent were placed beside figure 3, which represented a red cross by way of example.

M. WALCKENAER (France) wondered whether it would not be more clear if the provisions of the Geneva Convention were reproduced.

CEMAL HÜSNÜ Bey (Turkey) explained that he was in complete agreement as to the text of paragraph (c). He merely asked that a red crescent should also be reproduced by way of example beside the red cross.

M. STEVENARD insisted that the text of the Annex should not be altered. As a result of the observations made in the Committee by certain delegates, the report contained the following sentence:

"The Committee . . . recommended that it should bear in the centre a symbol, which may vary according to existing international or national conventions."

The PRESIDENT said that a crescent would be reproduced beside the red cross in figure 3, in order to give satisfaction to the Turkish delegate.

The beginning of the sentence : " These signs give geographical information or indicate the direction of one or more places . . ." (paragraph (d), *place or direction signs*) was amended as follows : " These signs indicate either a place or the direction of one or more places . . . "

The PRESIDENT, before taking a roll-call on the Convention as a whole, congratulated the Committee on Road Signalling, and particularly its Chairman, M. Stiévenard, for their valuable work.

M. STIEVENARD thanked the President and said the satisfactory results were due to the cordial co-operation of the delegates.

The result of the roll-call was as follows :

Yes : Belgium, Czechoslovakia, Free City of Danzig, Denmark, France, Germany, Greece, Hungary, Italy, Latvia, Luxemburg, Principality of Monaco, Netherlands, Poland, Portugal, Spain, Sweden, Switzerland, Turkey, Yugoslavia.

Abstentions : Great Britain, Irish Free State.

Absent : Austrian, Lithuanian and Roumanian delegations.

*The Convention was adopted by twenty votes, with two abstentions.*¹

XXI. Recommendation regarding the Application of Article 3 of the Convention concerning the Unification of Road Signals : Text proposed by the Drafting Committee.

*Adopted.*²

XXII. Recommendation on Light Signals : Text proposed by the Drafting Committee.³

M. MELLINI (Italy) suggested that the second paragraph should be amended as follows : ". . . use can be made of one (*red*), two (*red and green*) or three colours (*red, green and yellow*)". Yellow would then only be employed as an auxiliary colour, and the systems adopted in the various countries would not be contrary to the rules fixed in the third paragraph.

M. ROUBIK (Czechoslovakia) supported the Italian proposal.

M. LE GAVRIAN (France) pointed out that the question had been discussed at length, not only in the Sub-Committee which prepared for the work of the Conference, but also in the Committee on Road Signalling. The conclusion had been reached that the question was still too complex for one system to be recommended in preference to another. There had been unanimous agreement that only three colours could be used. A majority had been of opinion that it would be possible to go a little further and to specify that, whatever the combination of colours adopted, prohibitions should as a *general rule* be indicated by the colour red and freedom of passage by green, and that yellow should be utilised as an auxiliary colour. It had then been decided to ask the Permanent Committee on Road Traffic to continue its investigation, to study all the possible systems, and to recommend, if possible, a particular system. The only question which might arise was whether the third paragraph of the draft recommendation should be maintained. The Conference should come to a decision on this point.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that the Conference was now discussing the grounds for a recommendation. If it had immediately to express its opinion on a particular system, the provision would be in the form of an article in the Convention, and not of a recommendation. The fact that the Conference confined itself to making a recommendation showed that it was not yet in a position to indicate its preference for a particular system. The colours indicated in the third paragraph were suggested as a *general rule*. The Italian suggestion in regard to the second paragraph should be considered in the same way—namely, as a *general rule*. In those circumstances, there would appear to be no objection to indicating the use of the colours, as their signification had been indicated.

M. MELLINI (Italy) supported M. Romein's suggestion to add the words " as a general rule " to the second paragraph. Though he was not averse from M. Le Gavrian's suggestion to delete the third paragraph, he thought that would make the text too general. He suggested that, if it would facilitate agreement, the Conference should state that, when one or two colours were used, yellow should never be employed. He asked whether there was a single State among those represented at the Conference which used a system of light signals different from that recommended. If not, it would be advisable to give precise indications to States which proposed to introduce light signals.

M. STIEVENARD said it would be very difficult for him, as President of the Committee on Road Signalling, to support the proposal to delete the third paragraph. The fact that, as a general rule, red indicated a prohibition and green freedom of passage was an important twofold factor in the recommendation, which should be maintained intact.

¹ The final text of the Convention is published as document C.231.M.99.1931.VIII.

² See document C.234.M.102.1931.VIII, page 9.

M. PFLUG (Germany) supported M. Stievenard's statement. It should be observed that, when an administration wanted to employ a single colour, it could decide to indicate either prohibition or freedom of passage. In those circumstances, satisfaction could perhaps be given to the Italian delegate by completing the second paragraph as follows: "Use can be made of one (*red or green*), two (*red and green*), or three colours (*red, green and yellow*)".

M. LE GAVRIAN (France) explained that he had not suggested the deletion of the third paragraph. He simply asked that the spirit, if not the text, of the recommendation should be adopted. The Committee had examined at length all the possible combinations of colour before both the delegates and the representatives of users of the road, and had reached the conclusion that it was not sufficiently well informed as to the respective values of the various systems to recommend one or another. It had desired to leave the Permanent Committee on Road Traffic plenty of latitude to continue its investigation, at the same time making the suggestion contained in the third paragraph of the recommendation.

The PRESIDENT asked the Conference to take a decision on the amendment proposed by the German delegation. *This amendment was adopted by eight votes to four.*

M. MINCHEJMER (Poland) pointed out that sound signals were sometimes used, though they were not mentioned in the text of the recommendation.

After a short discussion *the Conference agreed to complete the fourth paragraph as follows:*

"Considering that by combining these colours or by extinguishing all lights and making use, if necessary, of sound signals."

This amendment was adopted by eleven votes. There was no opposition.

The recommendation as a whole was adopted.¹

SEVENTH MEETING

Held on March 28th, 1931, at 4 p.m.

President: M. ECKARDT (Germany).

XXIII. Recommendation regarding Signalling by Traffic Police and Drivers: Text proposed by the Drafting Committee.

The PRESIDENT opened the discussion on the Drafting Committee's text and pointed out that the Committee proposed that the recommendation should apply to all categories of vehicle.

The text proposed by the Drafting Committee was adopted with certain verbal modifications.¹

XXIV. Recommendation regarding the Instruction of School-Children: Text proposed by the Drafting Committee.

The text proposed by the Drafting Committee was adopted without change.¹

XXV. Draft Resolution on the Preparation of a Convention on International Commercial Motor Transport: Text proposed by the Drafting Committee.

The PRESIDENT opened the discussion on the Drafting Committee's text.

M. RASINSKI (Poland), Chairman of the Committee on Commercial Motor Transport, said that the Sub-Committee had given the most careful consideration to the draft Convention submitted by the Permanent Road Traffic Committee. It had become plain at the very outset that there was one insuperable obstacle to the preparation of a Convention—namely, the great uncertainty still prevailing in the various countries as to the legal provisions to be applied to commercial motor transport. The outcome of the Committee's proceedings was set forth in the Minutes, to which M. Rasinski had nothing to add. The resolution was introduced by a statement of reasons which made any comment superfluous. All he need do, therefore, was to ask the Conference to adopt the draft resolution.

The PRESIDENT thanked the Committee for the very thorough work it had done in regard to commercial motor transport. The draft resolution submitted was the only text that could be adopted in the circumstances. He hoped that its examination would bear fruit and that, in the near future, an opportunity would be found to prepare and conclude the Convention which it had been found impossible to draw up at the present Conference.

¹ See document C.234.M.102. 1931. VIII, page 9.

M. SCHÖNFELD (Netherlands) proposed a number of amendments with the object of making it clear that the problems brought out during the discussions in the Committee on Commercial Motor Transport were not merely legal, but economic and social as well.

M. DE RUELLE (Belgium) said that in the opinion of the Belgian delegation the Committee encountered principally legal difficulties and that it could not and should not be checked by the economic problems with which it had had to cope. However, should the Conference decide to take up M. Schönfeld's amendments, a special paragraph would have to be devoted to them in order to make the text quite clear since the Belgian amendment applied specially to legal questions.

M. FELDMANS (Latvia) supported M. Schönfeld's amendments. The Latvian Government considered that the draft Convention had not received sufficient study from the economic angle, and the reasons for which it had been unable to accept the Convention were economic.

The CHAIRMAN asked the Conference to vote as to whether the resolution should mention the economic and social problems.

The Conference replied by a majority in the negative.

M. KÜNDIG (International Chamber of Commerce) urged the introduction of the words "and goods" at the end of the last paragraph in the draft resolution. On behalf of the Associations he represented he hoped that, when a sufficient number of bilateral agreements had been concluded on transport by motor-lorry, the League would consider preparing an international convention on this subject. If the proceedings of the Conference were looked at as a whole, it could not but be observed that, to borrow a term from the ring, the heavyweights had been beaten at the present show.

M. DE RUELLE (Belgium) did not think it suitable to speak of defeat in the present circumstances, because there was ground for hoping that an international act governing transport by motor-lorry, satisfactory to owners, would be drawn up in the near future.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out in reply to M. Kündig that the draft prepared by the Sub-Committees of the Conference, mentioned in the last paragraph of the draft resolution, did not deal with motor-lorries. The words proposed by M. Kündig could not, therefore, be inserted at the end of that paragraph. The penultimate paragraph, on the other hand, applied to all categories of vehicles, and would probably meet M. Kündig's point.

M. KÜNDIG (International Chamber of Commerce) was completely satisfied by the explanations given by the Secretary-General of the Conference and withdrew his amendment.

The text proposed by the Drafting Committee was adopted without change.¹

XXVI. Recommendation submitted by the Swiss Delegation with regard to the System of Tax Exemption laid down in the International Convention on the Taxation of Foreign Motor Vehicles.

M. CONTOUMAS (Greece) proposed that the phrase "system of fiscal exemption" be substituted for "system of tax exemption"

Agreed.

M. WALCKENAER (France) thought that the last phrase in the draft recommendation reading: "and to improve the methods of applying it" might be interpreted as a criticism of the Conference's work.

M. ROTEMUND (Switzerland) said that his delegation had no intention of criticising the Conference and that the words mentioned by M. Walckenaer referred to the Fiscal Permit. In the Swiss delegation's view, the various countries should refrain, so far as possible, from introducing the Fiscal Permit. It would not, however, insist on the words in question being retained.

The Conference adopted the draft resolution submitted by the Swiss delegation in the following amended form proposed by M. DE RUELLE (Belgium):

"The Conference recommends that the contracting parties should endeavour either through internal legislation or by agreements among themselves to further and extend as widely as possible the system of fiscal exemption laid down by the present Convention and to perfect if possible the methods of applying it."²

XXVII. Draft Resolution submitted by the Hungarian Delegation on the Preparation of a Convention on International Commercial Motor Transport. (See Annex 5, page 46.)

M. SOUBBOTITCH (Yugoslavia) and M. René MAYER (France) pointed out that the ideas expressed in the first part of the Hungarian resolution were contained in certain resolutions already voted by the Conference with regard to commercial motor transport and the taxation of foreign motor vehicles.

¹ See document C.234.M.102.1931.VIII, page 8.

² See document C.234.M.102.1931.VIII, page 9.

M. GÉBER (Hungary) explained that, when his delegation put forward its draft resolution, it was not aware that the Swiss delegation was intending to submit the recommendation which had just been adopted. The first paragraph in the Hungarian resolution, however, differed slightly in object from the Swiss recommendation. The latter referred only to private touring cars and frontier traffic, whereas the Hungarian draft covered taxis and hired cars as well and even dealt with traffic in the interior. M. Géber, however, would not oppose the first paragraph in his resolution being deleted, provided the second paragraph was appended as a second paragraph to the recommendation adopted on the Swiss delegation's motion.

The SECRETARY-GENERAL OF THE CONFERENCE fully appreciated the reason for which the Hungarian delegation had submitted its draft resolution. Indeed, although, in general, negotiations between States may easily be brought to a successful conclusion through direct channels, cases might arise in which two States negotiating a treaty might consider at a certain stage that it would be to their advantage to seek by mutual agreement the help of one or other of the organisations of the League of Nations in order to facilitate the success of such negotiations. As, however, one of the League's principal tasks was manifestly to facilitate agreements between States, there seemed to be no need for any special reference to the services it could render in the cases mentioned by the Hungarian delegate. There could be no question that, if such cases arose, the Communications and Transit Organisation would naturally lend its aid.

M. GÉBER (Hungary) asked whether the statement of the Secretary-General of the Conference applied equally to commercial motor transport questions and to taxation questions.

The SECRETARY-GENERAL OF THE CONFERENCE replied that his observations were in no way confined to fiscal questions. They dealt with both categories.

M. GÉBER (Hungary) said that, after hearing the explanations of the Secretary-General of the Conference, he would withdraw the second part of his draft resolution as well. It was obvious that the League could not force one of the parties to the negotiations to sign an agreement, but the help it could give would have a very great moral effect.

EIGHTH MEETING

Held on March 30th, 1931, at 3.30 p.m.

President: M. ECKARDT (Germany).

XXVIII. Deposit of Full Powers.

The delegations of Czechoslovakia, the Free City of Danzig, France, Great Britain, Poland and Yugoslavia deposited their full powers.

XXIX. Signature of the Instruments of the Conference.

The PRESIDENT requested the delegations to sign the Convention concerning the Unification of Road Signals, the Convention on the Taxation of Foreign Motor Vehicles and the Agreement between Customs Authorities in order to facilitate the Procedure in the case of Undischarged or Lost Triptychs.

M. WALCKENAER (France) asked permission on behalf of the French delegation to summarise very shortly his Government's position in regard to the two Conventions referred to in the final act of the Conference.

France would sign the Convention on the Unification of Road Signals. She hoped that road-users in all countries would appreciate the advantages to be expected from its enforcement and that their associations would warmly applaud the provisions of the Convention, as this would greatly facilitate ratification.

In regard to the Convention on the Taxation of Motor Vehicles, the French delegation had had occasion more than once to express its point of view on the provisions of that Convention as a whole. Those provisions, in the study and improvement of which the French delegation had been glad to co-operate, were essentially connected with the fiscal policy of States. In France the taxation of motor-cars was at present under consideration and would probably be revised somewhat radically. That being so, it was particularly difficult for the French Government to gauge the probable effects of the Convention, although they were entirely in sympathy with the principles embodied in it. Without being able in the present circumstances to sign the Convention, the French Government were anxious to say that they would accede to it, once they were no longer prevented from doing so by the considerations which M. Walckenaer mentioned.

The PRESIDENT noted that the delegations had signed the Conventions and Agreement as follows :

CONVENTION CONCERNING THE UNIFICATION OF ROAD SIGNALS.

| | | |
|----------------------------------|-----------------------------------|--------------|
| Belgium, | France, | Poland, |
| Czechoslovakia, | Germany (<i>ad referendum</i>), | Switzerland, |
| Danzig (<i>ad referendum</i>), | Italy, | Yugoslavia. |
| Denmark, | Luxemburg, | |

CONVENTION ON THE TAXATION OF FOREIGN MOTOR VEHICLES.

| | | |
|----------------------------------|----------------|--------------|
| Belgium, | Great Britain, | Netherlands, |
| Czechoslovakia, | Italy, | Poland, |
| Danzig (<i>ad referendum</i>), | Luxemburg, | Switzerland. |
| Denmark, | | |

AGREEMENT BETWEEN CUSTOMS AUTHORITIES IN ORDER TO FACILITATE THE PROCEDURE IN THE CASE OF UNDISCHARGED OR LOST TRIPTYCHS.

| | | |
|----------|----------------|---------------------------------------|
| Belgium, | Germany, | Netherlands (<i>ad referendum</i>), |
| Denmark, | Great Britain, | Switzerland, |
| France, | Luxemburg, | Yugoslavia (<i>ad referendum</i>). |

XXX. Close of the Conference.

The PRESIDENT thought that, upon the termination of the proceedings of the Conference, it would be helpful to look back over the road that had been covered and the results obtained. The results might, without over-estimation, be regarded as satisfactory if allowance were made for the difficulties that had been encountered. Those difficulties were due primarily to the fact that, although motor traffic, which was the subject of the discussions of the Conference, was still in its youth, it had already grown to the size of a giant, and there were no means of predicting its future developments or its bearing on other forms of transport. The phenomenal expansion of motoring, which it had been impossible to foresee at the Paris Conference in 1909 and which could not have been foretold even in the last few years, had led to uncertainty as to the means and objects of any regulation. The difficulty had been enhanced, because the problems with which the Conference had had to cope had been outside the purview of the previous Conferences, which had been limited to settling questions connected with road police and the technical conditions with which motors must comply.

The Committee—that dealing with road signals—had had the advantage over the other Committees that it was working on known ground. It too had encountered obstacles, and the brilliant results it had obtained were all the more praiseworthy. The other Committees had had to concern themselves with financial, legal and economic rather than technical issues, and the divergencies of opinion that had emerged bore on fundamental principles. The Committee on Taxation, however, and the Customs Committee had succeeded in drawing up a draft Convention acceptable to the majority of the States represented. The Committee on Commercial Motor Transport likewise deserved to be congratulated on the wisdom and courage it had shown in proposing the only practical means of extricating itself from the deadlock in which it had been placed.

The President would finally tender his personal thanks to M. Rubík, who had frequently acted for him in the chair, and would offer the thanks of the entire Conference to the Chairmen and members of all Committees; and likewise to the Secretary-General of the Conference and to the members of the Secretariat.

M. WALCKENAER (France) was sure that he would have the approval of all delegations in expressing his great appreciation of the tact and large-mindedness with which the President had conducted the proceedings of the Conference.

The PRESIDENT declared closed the proceedings of the Conference.

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ANNEX 1.

[Conf. C.R./12.]

AMENDMENT PROPOSED BY THE SWISS DELEGATION TO ARTICLE 2 (ANNEXED PROTOCOL) OF THE DRAFT CONVENTION ON THE TAXATION OF FOREIGN MOTOR VEHICLES.

It is understood that Switzerland may, while recognising the right of the other contracting parties to apply the regime of the present Convention as between themselves and Switzerland, continue the system at present in force on Swiss territory of periods of ninety days' exemption renewable at each separate entry. In the event of this period being exceeded, the tax may be levied in conformity with Swiss legislation.

Should Switzerland be led to introduce the system of the present Convention, it would be understood that she is under obligation to levy the tax in accordance with the provisions of this Convention.

ANNEX 2.

[Conf. C.R./R.F.15.]

FORMAL ARTICLES OF THE DRAFT CONVENTION ON THE TAXATION OF FOREIGN MOTOR VEHICLES. TEXT PROPOSED BY THE DRAFTING COMMITTEE.

ARTICLE 7.

Should a dispute arise between any two or more contracting parties concerning the interpretation or application of the provisions of the present Convention, and should such dispute not be settled directly between the parties, it shall be submitted to the Advisory and Technical Committee for Communications and Transit of the League of Nations for an advisory opinion.

If the parties to the dispute are unable to agree as to the acceptance of the opinion given by the above-mentioned Committee, the dispute shall, at the request of any one of them, be submitted to the Permanent Court of International Justice, unless the parties agree to have recourse to an arbitral tribunal.

ARTICLE 8.

Any contracting party may, at the time of signature, ratification or accession, declare that in accepting the present Convention, he does not assume any obligations in respect of all or any of his colonies, protectorates and oversea territories, or territories under suzerainty or mandate; and the present Convention shall not apply to any territories named in such declaration.

Any contracting party may give notice to the Secretary-General of the League of Nations at any time subsequently that he desires that the Convention shall apply to all or any of the territories which have been made the subject of a declaration under the preceding paragraph, and the Convention shall apply to all the territories named in such notice six months after its receipt by the Secretary-General.

Any contracting party may, at any time after the expiration of the period of years mentioned in Article, declare that he desires that the present Convention shall cease to apply to any of his colonies, protectorates and oversea territories or territories under suzerainty or mandate and the Convention shall cease to apply to the territories named in such declaration one year after its receipt by the Secretary-General.

The Secretary-General shall communicate to all the Members of the League of Nations and non-member States mentioned in Article . . . all declarations and notices received in virtue of this article.

ARTICLE 9.

The interpretations and reservations set out in the Protocol annexed hereto shall be adopted and shall have the same force, effect and duration as the present Convention.

ARTICLE 10.

The present Convention, of which the French and English texts are both authentic, shall bear this day's date.

Until September 30th, 1931, it may be signed on behalf of any Member of the League of Nations or non-member State represented at the Conference which drew up this Convention or to which the Council of the League of Nations shall have communicated a copy of the Convention for this purpose.

ARTICLE 11.

The present Convention shall be ratified.

The instruments of ratification shall be deposited with the Secretary-General of the League of Nations who shall notify their receipt to all the Members of the League of Nations and non-member States referred to in Article

ARTICLE 12.

As from October 1st, 1931, the present Convention may be acceded to on behalf of any Member of the League of Nations or non-member State referred to in Article

The instruments of accession shall be transmitted to the Secretary-General of the League of Nations who shall notify their receipt to all the Members of the League and non-member States referred to in the said Article.

ARTICLE 13.

Each contracting party may render his ratification or accession conditional on the ratification or accession of any one or more Members of the League of Nations or non-member States named in the instrument of ratification or accession.

ARTICLE 14.

The present Convention shall come into force six months after the receipt by the Secretary-General of the League of Nations of ratifications or accessions on behalf of five Members of the League of Nations or non-member States. No ratification or accession to which any conditions are attached in accordance with the preceding article shall count for this purpose until those conditions are fulfilled.

ARTICLE 15.

Each ratification or accession received after the entry into force of the Convention, shall take effect six months after its receipt by the Secretary-General of the League of Nations or six months after the fulfilment of the conditions attached to it in accordance with Article . . . , as the case may be.

ARTICLE 16.

After the expiration of five years from the date of its entry into force, the present Convention may be denounced by any contracting party.

Denunciation shall be effected by a notification in writing addressed to the Secretary-General of the League of Nations who shall inform all the Members of the League of Nations and non-member States referred to in Article . . . of the denunciation made.

The denunciation shall take effect one year after the date of its receipt by the Secretary-General and shall operate only in respect of the Member of the League or non-member State on whose behalf it has been made.

If, as the result of simultaneous or successive denunciations, the number of the Members of the League or non-member States which are bound by the provisions of the present Convention is reduced to less than five, the Convention shall cease to be in force.

ARTICLE 17.

Revision of the present Convention may be requested by at least three contracting parties at any moment after it has been in force for a period of five years.

In faith whereof the above-mentioned plenipotentiaries have signed the present Convention.

Done at Geneva, this . . . day of March, nineteen hundred and thirty-one, in a single copy, which shall remain deposited in the archives of the Secretariat of the League of Nations, and certified true copies of which shall be delivered to all the Members of the League and non-member States referred to in Article . . .

PROTOCOL-ANNEX.

For the purposes of the present Convention the term "territory" or "territories" in relation to any contracting party shall denote only the territory or territories of that contracting party to which this Convention applies.

ANNEX 3.

[Conf. C.R./9.]

AMENDMENT PROPOSED BY THE BRITISH DELEGATION TO THE TEXT OF THE AGREEMENT BETWEEN CUSTOMS AUTHORITIES IN ORDER TO FACILITATE THE PROCEDURE IN THE CASE OF UNDISCHARGED OR LOST TRIPTYCHS, PROPOSED BY THE DRAFTING COMMITTEE.

The representatives of the Customs administrations of (names of countries), met at Geneva on, and duly authorised for the purpose, have agreed to the following provisions :

In all cases where the production of a consular certificate for the purpose of verifying a triptych or a Customs "carnet" is permitted, a certificate may be furnished from the Customs authority of another country stating that the vehicle is within the country of that Customs authority.

The certificate shall contain all the particulars of identity entered in the triptych or Customs "carnet", and shall not be issued unless the vehicle has been identified by inspection as being that referred to in those documents.

ANNEX 4.

[Conf. C.R./8.]

AGREEMENT BETWEEN CUSTOMS AUTHORITIES IN ORDER TO FACILITATE THE PROCEDURE IN THE CASE OF UNDISCHARGED OR LOST TRIPTYCHS. TEXT PROPOSED BY THE DRAFTING COMMITTEE.

The representatives of the Customs administrations of (names of countries), met at Geneva on have agreed to the following provisions :

In all cases where the production of a consular certificate for the purpose of verifying a triptych or a Customs "carnet" is permitted, the party concerned may in future, should he prefer, furnish a certificate from the Customs authority of a foreign country setting forth, with all the identity particulars entered in the triptych or the "carnet", that the vehicle is within the country of such Customs authority

ANNEX 5.

[Conf. C.R./20.]

DRAFT RESOLUTION SUBMITTED BY THE HUNGARIAN DELEGATION ON THE PREPARATION OF A CONVENTION ON INTERNATIONAL COMMERCIAL MOTOR TRANSPORT.

The Conference recommends, with regard to the Convention on Taxation and also the Convention on International Commercial Motor Transport, that the provisions of the Convention on Taxation and the recommendations concerning international motor transport should constitute a minimum and that adjacent States should conclude between themselves bilateral Conventions based on more liberal principles.

It further recommends that the League of Nations should lend its good offices to any States which apply to it when they desire to conclude such bilateral Conventions based upon more liberal principles.

PART II.

MINUTES OF THE COMMITTEES.

1. MINUTES OF THE COMMITTEE ON COMMERCIAL MOTOR TRANSPORT.

FIRST MEETING.

Held on March 17th, 1931, at 10 a.m.

Chairman : M. RASINSKI (Poland).

I. Draft Convention on International Commercial Motor Transport.¹

The CHAIRMAN observed that the Committee had been instructed to consider the draft Convention on International Commercial Motor Transport which covered the conveyance of both passengers and goods. The draft made provision for the unrestricted circulation of motor vehicles used for commercial purposes and for freedom of transit for passengers and goods transported by motor in accordance with the prescriptions of the Barcelona Convention on the Freedom of Transit. The measures proposed in the draft were of paramount importance to international motor traffic. As opinion seemed to differ greatly on this subject, it would probably be helpful to have a general discussion on the draft Convention, so as to allow the Conference to ascertain the views of the various countries on commercial motor transport.

GENERAL DISCUSSION.

M. GIANNINI (Italy) asked permission to explain the proposals submitted by his delegation (see Annex 1, page 75).

The principal obstacle to an international regulation for commercial motor transport was the competition of this form of transport with the railways. In the Italian delegation's view competition was so keen as to preclude for the moment the conclusion of a general agreement for a long period of time. Bilateral conventions on the other hand would be perfectly feasible, more particularly between neighbouring countries, and they could be revised from time to time and brought up to date or possibly denounced if it were found that there were insuperable difficulties in the way of their application.

Motor passenger transport was an easier subject for international regulation. There was a wider measure of practical experience in this matter, and the Italian delegation had thought that it might usefully submit a preliminary draft convention to deal with it. The Italian draft did not vary greatly from that before the Committee and, in framing it, an attempt had been made to draft rules which would apply to the transport of baggage as well, on the lines laid down in the Berne agreements. These latter agreements had stood the test of practical experience over a number of years and they contained certain rules which might very well be extended to motor transport. The Italian delegation would be pleased to assist in drawing up a convention to facilitate commercial motor transport and to supplement the existing Conventions, those of Berne, Brussels and Warsaw, governing transport law. The main idea underlying the Italian delegation's draft was the need for caution, and hence it had been devised with a view to concluding such arrangements as seemed practicable at the moment, which the Italian delegation would itself be able to sign in the legitimate hope of their being later ratified by its Government.

In the opinion of the Italian delegation, it would be better to have two distinct conventions, one for passenger transport and one for goods transport, because in that way countries which could only accept one of the conventions would not be forced to reject both; besides, from the standpoint of purely legal argument, passenger transport, whether by motor, rail, sea or air, could not be governed by the same rules as those relating to the transport of goods. Such was the Italian delegation's point of view, and M. Giannini would be glad if the Committee could indicate its opinion on his proposal for two separate conventions.

M. KÜNDIG (International Chamber of Commerce and International Federation of Commercial Motor Transport) observed that his delegation had prepared a report on the taxation of foreign motor vehicles and international motor transport which would be distributed shortly.

M. PFLUG (Germany) drew attention to the German Government's observations concerning the draft Convention on International Commercial Motor Transport (see Annex 2, page 77), and said that his delegation was prepared to withdraw the passage relating to Article 10.

He did not think that for the moment at any rate he could accept the Italian proposal for two separate conventions. If competition between the railways and motor transport was a

¹ See document Conf. C.R./1.

reason for rejecting an international regulation on commercial motor transport for goods, it must necessarily rule out as well any regulation for the same form of transport in the case of passengers, inasmuch as there was competition with the railways in both instances.

M. FENSKI (International Federation of Christian Factory and Transport Workers Trade Unions), speaking on behalf of his Federation and of the International Federation of Transport Workers, approved generally the principles on which the draft Convention was based. Nevertheless, he felt some misgiving at certain of the penalties proposed in the draft. The Federations on whose behalf he was speaking hoped that the penalties would be eliminated or at least defined by the Conference, both with regard to the actual wording of the relevant clauses and in respect of the fines laid down.

M. ROTHMUND (Switzerland) said that the present position of Swiss law in regard to the transport of goods would make it possible for his delegation to accept the draft Convention. Passenger transport in Switzerland was subject only to certain restrictions, and these were due to the Federal postal regulations. Competition between motor transport and the railways, however, involved a problem for which no solution was yet in sight owing to the constant progress made in the motor industry. M. Rothmund hoped that the solution would be found as an outcome of free competition but he could not foresee whether that would be possible or not. At the present moment, when this problem is being studied by all States and when every Government must safeguard its right to intervene on behalf of the railways, it would be possible to sign an international convention only if every facility for such intervention were given. Such a convention should by force of circumstances contain reservations of far greater scope than the restrictions which in fact will perhaps be introduced. For this reason the Swiss delegation proposed that the Conference should not discuss the draft Convention before it but should pass a resolution inviting the various countries, and in particular neighbouring countries, to contract bilateral agreements for short periods of time until circumstances made it possible to draw up a really broad international convention.

M. SCHÖNFELD (Netherlands) said that commercial transport by motor lorry was unrestricted in his country. He hoped that this was true of all countries represented at the Conference. Personally, he was against the Swiss delegate's suggestion for postponement. The Netherlands railways were affected not only by competition from motor transport but likewise from that of the canals, and therefore the question to which M. Rothmund had referred was still more complicated for the Netherlands than for Switzerland. Much would have to be done before a regulation for international motor transport could be achieved. That, however, did not mean that the task should not be undertaken. On the contrary, it was essential to set to work resolutely and without loss of time. He did not, of course, expect the present Conference to adopt a convention which would satisfy those who were really anxious for complete freedom of transit. It would, however, be helpful if even at the present juncture it were possible to gauge the diversity of opinions, and a general discussion would make this possible.

M. RIEHL (Austria) warmly supported M. Rothmund. Considered legally, the position with regard to commercial motor transport was the same in Austria as in Switzerland. M. Riehl did not think it possible to form at the moment a precise judgment as to the probable effects of an international regulation on the national economic situation and on the competition suffered by the railways from motor transport. He supported the Italian proposal that the draft should be split into two Conventions, one to deal with passengers and the other with goods. Austria would be able to accept a convention on passengers provided the neighbouring States did likewise.

M. GÉBER (Hungary), while fully appreciating the arguments put forward by the Swiss delegation, considered that the Conference could nevertheless approve the two general principles on which the Hungarian proposals (see Annex 3, page 78) were based, viz :

- (a) That each country was entitled to require that foreign concerns should comply with its national regulations; and
- (b) That there should be no discriminatory treatment on the ground that a concern had its headquarters abroad.

M. MARCHWINSKI (Poland) said that, although his delegation considered that an international regulation for commercial motor transport would be premature, it would not oppose the discussion of the principles on which any such regulation might be based, because the conclusions reached with regard to these principles would be helpful for drawing up national regulations in future.

M. CHOUMENKOVITCH (Yugoslavia) had been greatly impressed by the observations of the Swiss delegate who had put the problem very well. He considered, however, that a discussion of the draft Convention would be useful, because in that way it would be possible to sift the various factors involved and to appreciate more clearly both the difficulties in the way of its solution and the various points of view. There would thus be an extremely valuable body of information both for the next Conference which would be summoned with a view to concluding a convention and for the work to be done by the Secretariat in the interval. Although it was true that there had been a certain regression as a result of the outcome of the Conference on the Treatment of Foreigners, it must be borne in mind that that Conference had nevertheless borne fruit in the sense that it had made it possible to collect material which was at the present stage being studied by the Governments.

The SECRETARY-GENERAL OF THE CONFERENCE wished to recall in what conditions the question of commercial motor transport had been placed before the Permanent Road Traffic Committee, and read the following extract from the report on the work of the Communications and Transit Organisation adopted by the Ninth Assembly (1928) :

“The Road Traffic Committee also has a task of particular importance to perform, that relating to the international conditions of commercial motor transport. The recent development of heavy commercial motor traffic seems to make it necessary to draw up international rules, which, although they have been fixed for a long time past in regard to other modes of transport, are completely lacking in the case of motor transport, and it is a matter of satisfaction that the Committee's organs have given their attention to the problem, which has now become of pressing importance, of the introduction of a kind of international jurisprudence of commercial motor transport.”

In the preparatory work of the Barcelona Conference mention is also made of the transport of passengers and goods by motor vehicle, and it is explained that transports of this character were excluded from the Convention on the Freedom of Transit because at that time they were not yet sufficiently developed to form the subject of an international regulation. It would appear, however, that at the present moment, on the other hand, a regulation of that sort would cause apprehension, because motor transport had grown too important. It would doubtless be unfortunate from the point of view of the application of the principle of the freedom of communications embodied in the League of Nations Covenant that one form of transport should be placed in an inferior position with regard to other forms of transport, in so far as the principle of freedom of circulation was concerned. Certain special precautions would of course have to be taken in regard to motor transport in view of the fact that the vehicle is not confined to a specified way, but Article 3 and also Article 10 in the draft Convention provided very important restrictions, and it would naturally be possible to consider in detail whether the restrictions answered satisfactorily the precautions which the various States consider they should take.

M. GIANNINI (Italy) feared that he had not quite understood the meaning of the observations of the Secretary-General of the Conference. It was of course quite true that the League Covenant must be duly applied, but this could only be done progressively. What was to be said about the work for disarmament? Unless M. Giannini was mistaken, there was no opposition in principle to the regulation of international motor transport according to the spirit of the Covenant. There was only a divergency of opinion as to the time to be chosen for introducing any such regulation.

Some countries had built railway systems at great expense, and motor transport was gradually depriving them of their custom: here then was a very serious question which must also be considered from a national standpoint. As M. Giannini had already said, Italy would be glad to accede to an international convention on motor transport of passengers and baggage; he considered that a similar convention on the transport of goods would be premature, though this did not mean that Italy would see any objection if some countries found it possible to enter into a convention; on the contrary, she would co-operate in their work, but she considered that it would be wiser at the present juncture to prepare two conventions, because in the existing circumstances two would obtain more accessions than one.

M. CENTNER (Saar) explained that the growth of transport by motor lorry caused the Saar Government some misgiving. It must not be forgotten that motor-cars benefited by the roads which they found ready-made and which had been built at the taxpayer's expense, whereas the railways had had to build their own tracks. Here then was an inequality to which in justice due consideration must be paid, and there was ground for fearing that, unless certain precautions were taken, the railways would be run at a loss.

M. DE RUELLE (Belgium) regretted that the Conference should be arrested so early in its proceedings. The Belgian Government was one of those which held that something should be done internationally to encourage the transport of passengers and goods. They did not overlook the difficulties inherent in a complete regulation established by a convention on commercial motor transport. It should, however, be pointed out that the subject would not be exhausted in the forthcoming convention and that there would be many points still to be settled by bilateral agreements. The present Convention indeed was devised for the purpose of facilitating the conclusion of bilateral agreements by laying down certain general principles—principles which were not new, since they appeared in the Barcelona Convention on the Freedom of Transit—and certain rules appearing in the Berne Convention in regard to both passenger and goods transport. The only question at the moment was the application to the road of the principles already adopted for railways, navigable waterways and maritime transport, etc., and M. de Ruelle did not see why the question of competition should impede work on this point more than on any other. The Belgian railway system was perhaps the densest in the entire world, but Belgium did not believe that she would be placing the capital involved in jeopardy if she adhered to a convention governing commercial motor transport. The competition of motors with the railways was an actual fact, but such competition should be regarded as an instrument of progress, and no attempt should be made to suppress competition in order to solve the problem.

M. ROTHMUND (Switzerland) thought that he had not been quite understood by the Secretary-General of the Conference. He was chiefly anxious that the situation should develop in the sense of ever greater freedom of transit, and he was sure that many of his colleagues shared his desire. Nevertheless, as the delegates had not come to the Conference to advocate only one class of interests, and as they must take into account those of the railways as well as those of motor

transport, they must necessarily anticipate some restrictions. M. Rothmund's personal opinion was that the restrictions accepted would not be those expected by the railway administrations. Furthermore, if a Convention was drawn up and if certain restrictions were included in it, the railway administrations would not fail to take advantage of them and endeavour to have them embodied in the national systems of law. That would happen in Switzerland at any rate and, there was every ground for thinking, in many other countries. M. Rothmund did not oppose a discussion on points of principle, but he hoped that the possibility of a more liberal settlement of the question than any that could be accepted at the present juncture would not be ruled out. Lastly, he could not state the restrictions which the Swiss Government would eventually be called upon to make, as his Government had not yet studied in detail the question of competition between the railways and the road.

The CHAIRMAN noted that there were very marked differences between the opinions that had been expressed. He suggested that the Committee should appoint a sub-committee to consider the possibility, which was not yet ruled out, of submitting a proposal that would be acceptable to the great majority of delegates, if not to all.

During an exchange of views on the Chairman's motion, M. DE RUELLE (Belgium), M. PFLUG (Germany) and M. RIEHL (Austria) supported the motion, while M. GIANNINI (Italy), M. ROTHMUND (Switzerland) and M. SOUBBOTITCH (Yugoslavia) said that in their view the proposal was premature and that it would be better, before setting up a sub-committee, to have a more exhaustive general discussion of the matter.

M. WALCKENAER (France) proposed as a compromise that the general discussion should be postponed to the next meeting in the hope that certain points would have been cleared up in the meantime.

In reply to a question by M. Giannini, he said that his delegation's point of view was very close to that expounded by M. Giannini.

M. STIEVENARD (Chairman of the Permanent Committee on Road Traffic) said that the preparation of an international convention on commercial motor transport had not been proposed by the League of Nations but by the representatives of the general interests involved, and that the question had only been placed on the agenda of the Conference because the Advisory Committee on Communications and Transit had received from all quarters proposals for measures to be taken to meet the needs of trade and industry in regard to motor transport. M. Stievenard noted that the Conference seemed to be considering the possibility of subjecting motor transport to a special system of regulations which would not entail the freedom granted in regard to railway, maritime or river transport, and that for the paradoxical reason that this was too new a means of transport. But, although this was the reason that appeared to emerge from the debate, was there a single delegate who would be prepared to advocate it? Would it not be most singular if what was refused to the motor, because it was mechanically too highly developed a means of transport, were granted to the aeroplane which, in that respect, was even more highly developed? The Conference must plainly consider very seriously the situation with which it was faced. M. Stievenard felt that it was not the wish of delegates to refuse to commercial motor transport the freedom that had been granted to all other kinds of transport, and, if that were so, they should in his opinion say so openly and postpone to a later meeting the details of the regulation to be concluded.

M. KÜNDIG (International Chamber of Commerce) concurred in the very judicious remarks of the Secretary-General of the Conference and M. Stievenard. He could not, however, support M. Rothmund's opinion, and on behalf of the International Chamber of Commerce expressed the hope that the Committee would examine its report¹ on the taxation of foreign motor vehicles and on international commercial motor transport, which had been devised in particular with a view to ensuring equal treatment for foreigners and nationals in regard to concessions and authorisations.

M. GIANNINI (Italy) pointed out that the Italian motor road system extended to 70,000 kilometres. The Italian delegation therefore did not fail to appreciate the interests of motor transport. Next, M. Stievenard had not put forward a single argument against the view expounded by the Italian delegation. Lastly, the latter was prepared to co-operate wholeheartedly in the drawing up of an international convention on motor transport of goods, and would in due course be prepared to sign a convention on passenger transport by motor.

¹ This report may be consulted in the archives of the League of Nations.

SECOND MEETING.

Held on March 18th, 1931, at 10 a.m.

Chairman: M. RASINSKI (Poland).

II. Draft Convention on International Commercial Motor Transport (continued).

GENERAL DISCUSSION (*continued*).

The CHAIRMAN summed up the previous day's debate.

M. ROTHMUND (Switzerland) stated that the discussion during the first meeting had shown that a number of delegates shared the opinion which he had expressed. But the exchange of views having shown, on the other hand, that a detailed discussion of the problem was considered desirable, M. Rothmund withdrew his proposal not to go into the matter.

M. WALCKENAER (France) proposed that passenger transport should first be discussed, and goods transport later, without, of course, prejudice to the question whether there would be one or two Conventions on commercial transport.

After a short discussion, *this proposal was adopted.*

ARTICLE I.

M. PFLUG (Germany) thought it impossible to foresee at the moment to what extent commercial motor transport of passengers would affect railway traffic. The German delegation, therefore, asked that, under the Convention, power should be reserved to the contracting parties to make all services transporting passengers for payment subject to a concession or permit. The German Government would not necessarily exercise this right, but was anxious to retain power to do so in all cases. The German delegation therefore could not adhere to the Italian preliminary draft.

In reply to a question by the Chairman, M. Pflug stated that he was referring to all services whether regular or otherwise.

M. WALCKENAER (France) thought that the Conference should first consider the facilities to be accorded to commercial motor transport and should leave the discussion of the restrictions to be placed on them till later.

M. MELLINI (Italy) supported this proposal, and, in reply to M. Pflug's remarks on permits and concessions, pointed out that each country had different laws and that some would be obliged to modify these if they signed or ratified the Convention. In any case, the proposal under discussion was that of the original draft and not that in the Italian text.

M. PFLUG (Germany) said that his Government was ready to undertake to make no discrimination between transport concerns, whether the vehicles were registered in Germany or in any other of the contracting countries. The German delegation proposed that the owner of a motor-car travelling abroad should be entitled to choose the surety to be given and that the Customs authorities should only be empowered to decide whether the surety was adequate.

He fully realised that the Italian preliminary draft was not the basis of the present discussion. Nevertheless the fact remained that it proposed to give complete liberty to all categories of motor transport of passengers for payment and the German delegation was not prepared to accept this.

The SECRETARY-GENERAL OF THE CONFERENCE thought that there was a slight confusion as to the categories of vehicles under discussion. According to the Italian draft the Convention would apply only to public services, while the Road Traffic Committee's proposal included hired cars in addition.

M. MELLINI (Italy) pointed out that the question of private transport was completely covered by the 1926 Convention. The object of the Italian proposal was to establish international rules for all other forms of transport. It was, of course, difficult to find a definition of public transport which would hold good in all countries since the conception of *public transport* varied in accordance with the national systems of law. But from this point of view the formula used in the Italian draft was probably more generally acceptable than that set out in the original draft.

The SECRETARY-GENERAL OF THE CONFERENCE explained that, after a careful examination of the question, he had come to the conclusion that private transport was not regulated by the 1926 Convention or by any other. Freedom of circulation derived from a sort of tacit agreement by which private vehicles were permitted to circulate freely so long as their papers (Customs, police, taxation) were in order. The 1926 Convention was limited to determining, from the technical point of view, the conditions to be fulfilled by vehicles and their drivers before being admitted without further examination into the countries parties to that Convention.

M. ECKARDT (Germany) wished to supplement M. Pflug's statements on one point : Germany had decided to give the same treatment to vehicles registered abroad as to German vehicles, but not more favourable treatment. The German delegation would, moreover, give up the idea of discriminating between vehicles used for a service for which payment was made and other vehicles if the other delegations would do likewise.

M. KÜNDIG (International Chamber of Commerce) was surprised that Article 1 limited the facilities proposed by the Convention to vehicles used for the conveyance of passengers "for payment". He wondered if this meant that these facilities would be refused to motor-cars conveying factory workers from their homes to their place of work across a frontier; conveyance of this sort, generally paid for by the factory-owner, could not be considered to be conveyance for payment.

M. WALCKENAER (France) observed that that was not a case of commercial transport in the sense in which the Convention understood this term. That form of transport could at the most be called industrial.

M. KÜNDIG (International Chamber of Commerce), returning to the text of Article 1, observed that this dealt both with motor vehicles used either permanently or temporarily for the transport of goods, without further specification, and with those used for the transport of passengers *for payment*. What was the object of this restriction which applied only to the transport of passengers?

The SECRETARY-GENERAL OF THE CONFERENCE explained that those drafting the Convention had not thought it necessary to specify that vehicles conveying passengers free of charge should benefit by the rights provided by the Convention, since these rights were the outcome of a law which, though unwritten, was generally recognised. This was not the case where goods were concerned, and on this ground the draft Convention envisaged the transport of goods both for payment and free of charge. Article 1 was not therefore intended to curtail any advantages which might be given to the proprietors of vehicles conveying passengers free of charge.

M. MELLINI (Italy) stated that the 1926 Convention applied to all private conveyance, at any rate in the sense in which Italian legislation understood this term. The discussion proved that it was necessary to give in Article 1 a very clear definition of what was meant by "public services" and "private services".

M. HANSEZ (International Association of Recognized Automobile Clubs) could not understand any doubt as to the meaning of Article 1. This stated that any vehicle not used for conveyance for payment could not be considered a commercial vehicle under the terms of the Convention irrespective of the type of vehicle or the number of persons it could carry.

M. WOHL (International Chamber of Commerce) said that the explanations given by the Secretary-General of the Conference fully satisfied the representatives of the International Chamber of Commerce; he had dispelled the misunderstanding to which the drafting of Article 1 had given rise. It was therefore acknowledged that the conveyance of workers to which M. Kündig had alluded would remain outside the Convention.

The CHAIRMAN stated that there was general agreement on the meaning of the term "commercial vehicles". He asked the Conference to discuss the facilities to be accorded for the transport of passengers for payment from the points of view of Customs, taxation, and administration.

ARTICLE 2.

On the proposal of M. WALCKENAER (France), the wording of the first sentence in Article 2 was modified as follows :

" Each of the contracting parties undertakes *under the conditions hereinafter laid down* to agree "

ARTICLE 4 (Second Sentence).

The CHAIRMAN asked the Committee to continue the examination of the facilities to be given for the conveyance of passengers for payment and to discuss the provisions made in the second sentence of Article 4 of the draft Convention.

M. PFLUG (Germany) said that, according to this passage in Article 4, the Customs authorities could choose the form of surety to be demanded. He personally would prefer that this choice should be left to the interested party and that the Customs should have to decide only whether the sum of the surety was adequate.

M. WALCKENAER (France) said he would prefer to adhere to the text in the original draft under which the Customs regulations of each country were reserved.

M. CRISPIELS (Belgium) stated that he was authorised to accept for Belgium the provisions set out in the original draft. He wondered, after hearing the observations made by M. Pflug and M. Walckenaer, if the German and French delegates had seen the proposed amendment to Article 4 presented by the Belgian delegation (see Annex 4, page 80). This amendment had two objects. It was intended, first, to make Article 4 applicable not only to Customs duty, but to all taxes levied on a vehicle entering a country, and secondly, to define more clearly the

type of surety which could be demanded by substituting in the French text the words "*moyennant caution suffisante*" for "*moyennant soumission cautionnée*", which, according to M. Crispiels, could only be understood by people conversant with French Customs terminology. To satisfy the German delegation, M. Crispiels consented to insert in his amendment, French text, between the words "*et*" and "*sous couvert*" the phrase "*au choix de l'intéressé*". The second sentence of Article 4 would therefore read as follows:

" Ces véhicules seront admis en franchise temporaire des droits et taxes d'entrée, moyennant caution suffisante et, au choix de l'intéressé, sous couvert d'un triptyque ou de tout autre document douanier, selon la réglementation du pays visité."

M. WALCKENAER (France) was prepared to agree to the Belgian amendment (Annex 4, page 80), but without the addition suggested by M. Crispiels. It would be an exaggeration to give a motorist free choice of the document to be produced.

M. PFLUG (Germany) and M. SCHÖNFELD (Netherlands) supported the Belgian proposal with the addition of the words "*au choix de l'intéressé*".

M. KUNDIG (International Chamber of Commerce) said that the International Chamber welcomed the Belgian proposal with the greatest satisfaction, and hoped that the Committee would go even further and that the use of triptychs which afforded the countries concerned the same guarantees as an *acquit-à-caution*, but did not involve the complications of the latter paper, would become universal. He trusted that the triptych system would be extended to commercial traffic.

M. CRISPIELS (Belgium) did not quite understand the reasons that prevented the French delegation from accepting the Belgian amendment completed by the addition of the words "*au choix de l'intéressé*".

The Customs officers would in any case have to ascertain the validity of the paper produced, and, besides, as M. Kündig had remarked, a triptych offered as good a security as an *acquit-à-caution*.

M. WALCKENAER (France) explained that the French delegation was against the addition of the words "*au choix de l'intéressé*" because they were anxious to obviate wrangling and difficulty at the Customs house. The triptych, M. Walckenaer agreed, represented an acceptable form of surety-bond and one, moreover, sanctioned by the French authorities, but the authorities could not undertake to accept equally "any other Customs document". The Customs officers must be given the right to ascertain the validity of any papers produced and to decide whether they could accept them in accordance with the regulations they were required to enforce. In the case of rejection by the Customs officers, the motorist must not be entitled, on the basis of a clause which apparently gave him the choice as to the form of the surety-bond, to protest or apply to his ambassador. Besides, it would always be open to the administration to enforce Article 4 in the original draft in the broadest possible spirit.

M. HANSEZ (International Association of Recognised Automobile Clubs) said that the automobile clubs would prefer the triptych to be kept only for cars used for private conveyance, and that for commercial motors there should be another document which might be very similar to the triptych but which would be described by another name. The triptych had been introduced for the purpose of encouraging touring, and, for reasons which the Committee would easily understand, the automobile clubs were anxious that it should not be used for other purposes.

M. WALCKENAER (France) said that he had understood that in the French text the words "*au choix de l'intéressé*" were to be inserted after the words "*tout autre document douanier*". If that was not so, there was no purpose in part of the observations he had offered. Nevertheless, whatever the place in which the addition was to be inserted, the text would be inconsistent because, if the "regulations of the country visited" laid down that the surety-bond should be in a particular form, it could not be said that this form was left "*au choix de l'intéressé*".

M. CRISPIELS (Belgium) recognised the soundness of M. Walckenaer's criticism of the wording of the Belgian amendment. Would it not, however, be possible to delete the words "according to the regulations of the country visited", since it was plain that a triptych or any other document could only be a Customs document if sanctioned by the Customs authorities.

M. WALCKENAER (France) could not agree to this deletion. A motorist making arrangements to cross a frontier could not be allowed to dictate to the Customs officers.

M. PFLUG (Germany) would accept the deletion of the words "*au choix de l'intéressé*", provided that the article was completed with the following words: "It is agreed that the Customs officers may not demand the deposit of a sum of money".

The SECRETARY-GENERAL OF THE CONFERENCE drew the Committee's attention to the need for discriminating between the nature of the surety-bond and the choice of the document attesting it. The words "*soumission cautionnée*" used in the original draft ruled out, in the opinion of some, the right to demand a deposit in money, and thereby obviated the loss of interest for the motorist. This point should perhaps be cleared up in the Convention. It should next be observed that the owner of a motor might find it necessary to travel in various countries, and if he had to deposit a surety in money with the Customs authorities of each country, he would in the majority of cases have to abandon the trip. Finally, if it were remembered that a motorist could not be in default in more than one country at a time, the system of a single surety-bond, as applied, for example, with the *carnet de passage* would be seen to be perfectly satisfactory.

M. WALCKENAER (France) had not noticed the difference in meaning mentioned by the Secretary-General of the Conference between "*cautionnement*" and "*soumission cautionnée*". He had thought that the term "*caution suffisante*" (adequate surety) might be adopted, because, in his view, it would constitute a more liberal regime. If that, however, was not the case, he would prefer to revert to the text of the original draft.

M. KÜNDIG (International Chamber of Commerce) noted with satisfaction the arguments advanced by the Secretary-General of the Conference against the system of cash deposits. He would warmly welcome the adoption in the Convention of a paper similar to the triptych or *carnet de passage*, which were both far more convenient for motorists than the *acquit-à-caution*.

M. MELLINI (Italy) agreed with the French delegate in preferring the text in the original draft to that proposed by the Belgian delegation.

The SECRETARY-GENERAL OF THE CONFERENCE thought that it might perhaps be possible to combine in a suitable formula the advantages of the Belgian proposal and those of the text in the original draft. It would, on the other hand, be interesting to know whether the Committee would be prepared, as the German delegation had proposed, to eliminate in the text of the Convention the possibility of the Customs demanding the deposit of a sum of money.

M. WALCKENAER (France) said that the text in the original draft entirely satisfied his delegation. The latter was, however, quite prepared to accept a formula somewhat closer to that proposed by the Belgian delegation, provided it contained the words, "according to the Customs regulations of the country concerned".

As to the expressions "*caution suffisante*" and "*soumission cautionnée*", it would be possible, in order to make allowances for observations of the Secretary-General of the Conference, to substitute the second for the first in the Belgian amendment, and it would further be understood that the exemption in regard to Customs duties would apply to other charges as well.

Finally, the French delegation could only reply in general terms to so general a question as that put by the Secretary-General of the Conference. They could only say that, while they were sincerely anxious for the introduction of a liberal system, they desired that, whenever a commercial motor vehicle crossed the frontier, the formalities to be accomplished should be in accordance with the regulations of the country concerned.

M. PFLUG (Germany) proposed that the second sentence in Article 4 in the original draft should be completed as follows: "A triptych shall in all cases be recognised as sufficient."

The CHAIRMAN proposed that the question under discussion should be examined by a Sub-Committee consisting of M. CRISPIELS, M. HÄUSERMANN, M. LAFARGUE, M. MEIJERS, M. MELLINI, M. HEIN (acting for M. Pflug) and M. WOHL (acting for M. Kündig).

This proposal was adopted by the Committee, with a reservation by the Italian delegation.

THIRD MEETING.

Held on March 19th, 1931, at 10 a.m.

Chairman: M. RASINSKI (Poland).

III. Draft Convention on International Commercial Motor Transport (continued).

ARTICLE 4 (continued).

The CHAIRMAN stated that the Sub-Committee for the study of the Customs regime, provided for in Article 4 of the draft Convention, had finished its work and presented a report (see Annex 5, page 81).

M. CRISPIELS (Belgium), Rapporteur of the Sub-Committee, went through the report and drew special attention to the resolution which the Sub-Committee proposed that the Conference should pass on the subject of acceptance of the triptych system for commercial vehicles used for passenger transport. He was sure that the competent authorities would appreciate this resolution, for the triptych system was so advantageous that it was incomprehensible that any country should refuse to make use of it.

M. PFLUG (Germany) withdrew the proposal which he had made on the previous day as to Article 4 and accepted, at least provisionally, the Sub-Committee's text.

The Committee adopted the Sub-Committee's report for the study of the Customs regime provided for in Article 4 of the draft Convention.

ARTICLE 5.

The CHAIRMAN proposed that the Committee should examine Article 5, leaving aside the part dealing with permits. Apart from these, there were two proposed amendments for Article 5—the first from the German delegation (Annex 2, page 77), the second from the Belgian delegation (Annex 4, page 80).

M. MELLINI (Italy) thought Article 5 especially concerned goods traffic and that, if it were applied to passenger traffic, it would hinder tourism. In his opinion, a discussion on motor passenger traffic was therefore not the place to discuss this article.

M. PFLUG (Germany) offered no opinion on the use of discussing Article 5, but thought that, in any case, the types of vehicles covered by the Convention should be defined.

The CHAIRMAN remarked that these types were defined in Article 1.

M. CRISPIELS (Belgium) thought Article 5 covered both passengers and goods, but was not adequate to regulate the question of extensions referred to in its final sentence. To cover this point, a new draft should be considered. He thought the Committee might discuss that proposed by the Belgian delegation (Annex 4, page 80).

M. ROTHMUND (Switzerland) questioned the value in practice of the provisions of Article 5 or of any other similar provisions. The entry of vehicles into any territory was regulated, as was their stay, by the Customs laws of the interested country, and it was understood besides that a vehicle had full right to the road within the limits prescribed by these laws. The purview of Article 5 was complicated and undoubtedly disproportionate to the guarantees proposed for the owners of vehicles when abroad. Finally, Article 10 of the draft Convention could stand, even if Article 5 were deleted.

M. CRISPIELS (Belgium) agreed with the proposal to eliminate Article 5 from the draft Convention. Article 4 stipulated that the vehicles to which the Convention applied "shall benefit by the system of temporary Customs exemption, subject to furnishing a surety entitling the persons in question to a triptych or any other document according to the Customs regulations of the country concerned". Therefore, the temporary admittance of a vehicle, subject to a triptych or some other Customs document, implied acceptance of the period of stay mentioned in that document, and it was obvious that this period must be adequate to cover the object for which temporary admission had been asked. As regards later extension, there was no reason why this should not be regulated by the provisions generally applicable to all vehicles benefiting by exemption, subject to a triptych or to any other Customs document.

M. RESINES (Spain) supported the Belgian proposal to suppress Article 5, provided that it should be stated in the Protocol that countries should avail themselves as widely as possible of the provisions of Article 10.

M. ROTHMUND (Switzerland), in reply to a question by M. Walckenaer (France), said that the Swiss interpretation of Article 5 included in it all services carrying passengers abroad, whether making a trip through the territory of the interested country and bringing the passengers back across the frontier, whether picking them up in the territory of the interested country and putting them down on the far side of a frontier, or, inversely, picking them up abroad and putting them down in the territory of the interested country. It excluded all passenger transport from one point to another within the same territory.

M. WALCKENAER (France) supported the suggestion to delete Article 5, provided that, in return, the broadest possible interpretation were given to Article 10.

M. PFLUG (Germany) stated that the German and Austrian delegations were in favour of the deletion of Article 5 so far as the transport of passengers was concerned.

Article 5 was deleted in so far as it referred to the transport of passengers.

ARTICLE 7.

M. RIEHL (Austria) read the following remarks of the Austrian delegation on Article 7 (see Annex 6, page 81):

"It is not impossible that, in Austria, a charge on tickets (passenger) may have to be instituted for motor-bus lines (in order to finance a loan for the building of modern public highways); in that case, the charge would also be levied on foreign transports. It would be necessary, accordingly, to supplement this article by providing for a charge assessed, not only in relation to the length of stay, but also in relation to the distance to be traversed."

The CHAIRMAN announced that a similar situation existed in Poland.

M. RESINES (Spain) pointed out that taxes existed in Spain which could not be classed as payment for an authorisation or permit nor as a road traffic charge. He referred to taxes such as those levied on the possession of a vehicle and those whose total was fixed by the tonnage carried and the route covered. There could be no question of setting up a system more favourable

to foreign than to national vehicles. The Convention should stipulate that foreign vehicles were subject to the same taxes as national vehicles, or to equivalent dues. The competent authorities of the countries should determine as exact an equivalent as possible.

The CHAIRMAN, to further the wishes of the Spanish delegate, proposed that the Committee should decide that, on principle, the treatment prescribed in national law for national vehicles should be applicable to foreign vehicles also.

This proposal was adopted.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that there was a risk here of double taxation, for the vehicle would be taxed every time it passed from one country into another. This difficulty was perhaps unavoidable and was a question which should rather be dealt with on examination of the means of avoiding double taxation.

M. GIANNINI (Italy) remarked that no double taxation was actually involved, since the taxes in question were levied as payment for services rendered, and did not therefore constitute taxes in the real sense of the word.

M. RESINES (Spain) agreed with the Italian delegate and added that, in calculating equivalents of taxes, the different bases of taxation in the various countries would have to be considered. For instance, one country levied a tax on petrol, while another obtained the same revenue by levying direct from the consumer. This point must not be forgotten in avoiding evasions of taxation, which might affect foreign concerns to the detriment of national concerns.

M. SCHÖNFELD (Netherlands) asked whether the Fiscal Committee of the League of Nations had been consulted in regard to the means of avoiding double taxation in the cases to which the Secretary-General of the Conference had called attention.

The SECRETARY-GENERAL OF THE CONFERENCE replied in the negative, and informed the Committee that the Fiscal Committee was not in session at the moment. The question could, however, be referred to the fiscal experts who were attending the Conference.

M. SCHÖNFELD (Netherlands) approved this suggestion.

M. RESINES (Spain) proposed that the words "road traffic" (first line) and "similar" (second and fifth lines) should be deleted from Article 7.

M. GIANNINI (Italy) warned the Committee against the danger of drawing up too rigid a text. Such a text would be contrary to the liberal principles expressed in the preamble to the Convention.

M. WALCKENAER (France) stated that the French delegation supported the Spanish proposal to establish equivalent taxation. It should be understood, however, that the drafting of the rule contemplated by M. Resines was reserved.

M. CAMU (Belgium) suggested that the questions of double and equivalent taxation should be referred to a committee of fiscal experts composed of members of the Committee on Commercial Motor Transport and of the Fiscal Committee.

The SECRETARY-GENERAL OF THE CONFERENCE explained that it was not owing to an omission that Article 7 related only to road traffic charges. The special taxation to be levied on vehicles used for public services was provided for in Article 3, and it should be understood that Article 7 was subject to the provisions of that article.

M. GHKA (Roumania) associated himself with M. Schönfeld's proposal to set up a sub-committee of fiscal experts.

M. WALCKENAER (France) also associated himself with this proposal.

On the proposal of the Chairman, the Committee decided to constitute a fiscal Sub-Committee, composed of the following members, to study the two questions raised: M. RESINES (Spain), M. RASINSKI (Poland) and M. BLANC (France), together with certain members of the Fiscal Committee, who would be appointed later.

M. KÜNDIG (International Chamber of Commerce) drew the attention of the Sub-Committee to the observations of the International Chamber of Commerce on pages 17 to 21 of the report.

ARTICLE 3.

The CHAIRMAN explained that the Conference had before it three amendments by the German, Hungarian and French delegations (Annex 2, page 77; Annex 3, page 78; Annex 7, page 82).

M. SCHÖNFELD (Netherlands) pointed out that, according to Article 3 of the draft, each of the contracting parties might render the operation of all passenger transport services taking up or setting down passengers within its territory subject to the conditions of authorisation or concession laid down in its laws, where such services were regarded as public services within the meaning of the said laws.

A little further on it was stipulated that there should be no discrimination between undertakings on the ground that the vehicles were registered in the territory of the country

concerned or in that of any other contracting party. That was a fair and reasonable principle; but it would be advisable to provide a reciprocity clause for cases in which the legislation of one contracting party was much less liberal than that of another, in order that the latter might not be placed in a state of inferiority *vis-à-vis* the former State.

M. PFLUG (Germany) stated that the German delegation was prepared to place the vehicles known as taxis in the class of vehicles profiting from the facilities established by the Conference, provided the majority of the delegations accepted this suggestion.

With regard to motor-buses, German legislation drew a distinction between regular and occasional services. The former were subject to the system of concessions and authorisations, and M. Pflug believed that, on this point, the French proposal was in conformity with the German legislation. The German delegation feared, however, that regular traffic, more or less disguised, would develop under cover of the provisions which the French delegation asked should be substituted for the present text of Article 3.

As to occasional services, it was again necessary, according to German legislation, to draw a distinction between those services which took up or set down passengers in the country concerned and other services. The former, also, were subject to the system of authorisations and concessions. No decision had as yet been taken in regard to the second class of vehicles, and Germany's attitude would to some extent depend on that of other countries. To sum up, the German delegation, though it did not reject the French proposal, saw no possibility for the moment of supporting it.

M. MELLINI (Italy) explained that, in Italy, certain difficulties would arise in the application of Article 3, as the hiring out of vehicles, taxi services, and regular and occasional omnibus services were considered as public transports. In those circumstances, the Italian delegation had endeavoured to draw up a more general text for Article 3, and had felt that the following might possibly give satisfaction to all the delegates :

“ Each of the High Contracting Parties may render the operation of all passenger transport services for remuneration subject to the conditions of authorisation or concession laid down in its laws, where such transport services are regarded as public services within the meaning of the said laws. Each of the High Contracting Parties undertakes, however, not to discriminate between transport services on the ground that the vehicles are registered in its own territory or in that of any other High Contracting Party.”

With regard to the proposal submitted by the French delegation, the Italian delegation, like the German delegation, could never undertake to consider a service as a private service for the sole reason that “ it did not take up or set down passengers within the territory of the country concerned ”. That test would, moreover, be difficult to apply; the passengers could not be followed in order to make sure that they did not remain in the country. On the other hand, the States who were interested in encouraging tourist traffic would not wish to compel the passengers to leave their territory.

Further, the Italian delegation approved M. Schönfeld's observations with regard to the necessity for a clause providing for reciprocal treatment.

M. René MAYER (France) explained that the French amendment had chiefly been drawn up with a view to giving an international definition of “ public services ”, whereas the text of the original draft left each country to decide what transports came within this category.

According to the French amendment, in order to be regarded as of public service, a transport service should fulfil the following conditions : firstly, it should be available to the public; secondly, it should cover a fixed route. This definition therefore included occasional as well as regular services and excluded only hired vehicles.

The Italian delegation had stated that they could not in every case consider as private services commercial motor passenger services neither taking up nor setting down passengers in the territory of the country concerned.

Obviously, that definition could only be placed in an extremely liberal convention and made subject to reciprocity; but it should not be forgotten that, in fact, traffic covering certain tourist routes had already the greatest freedom of circulation.

M. GÉBER (Hungary) drew attention to the fact that in the national laws of several countries were to be found definitions of public services with which a definition given by the Conference might conflict. On the other hand, it was not for the Conference to prejudge the definition which would be given to these services by the countries which had as yet no legislation in the matter.

M. Géber therefore supported the Italian delegation's amendment, provided the phrase “ to the conditions of authorisation or concession ” was completed in the following manner : “ to the conditions of authorisation or concession, *prohibition or restriction* ”.

M. CAMU (Belgium) stated that the Belgian delegation was prepared to adopt the first sentence of Article 3 as it stood in the original draft. The drafting of this sentence was advantageous, in that it included in the Convention an international definition of public services. Such a definition would be very difficult to establish; there was the risk that it might not be in conformity with the definitions adopted in certain national legislations. It would furthermore bind the contracting parties for the future, constituting a serious disadvantage for those countries which had as yet no legislation on public road transport, or for those countries whose internal legislation was in process of being established in this matter.

With regard to reciprocity, the Belgian delegate shared the opinion of the Netherlands and French delegates. He drew attention, however, to the drawbacks of this clause, which singularly restricts the principle of freedom of circulation established in Article 2 of the Convention.

M. ROTHMUND (Switzerland) explained that the Swiss laws did not lay down the restriction contained in the French proposal of "taking up or setting down passengers within its territory". In Switzerland, public transport services alone were subject to the conditions of concession. The Swiss delegation would be able to adopt the text of Article 3 in the original draft—with the exception, naturally, of the words "taking up or setting down passengers within its territory"—which specified that the laws of the various countries should determine what were public services. At the same time, they could accept the French amendment if the words "over a fixed route" were omitted. That conception was too vague and essentially subjective, and it would be difficult to include it in a Convention.

M. René MAYER (France) stated that, if the word "regular" were inserted in the French amendment before the words "transport services", it would not be necessary to refer to a "fixed route". The latter expression had been introduced into the French delegation's text because they had in mind certain occasional services which became regular at certain periods and were of very great importance to tourist traffic. With regard to the definitions of public transport services in the various legislations, they were of such diversity that it would be necessary, if a definition which held good everywhere were not laid down, to draft a reciprocity clause in order to safeguard the interests of countries like France, whose regulations were particularly liberal.

Mr. TOLERTON (Great Britain) did not think it would be possible to lay down a definition of public services which could conveniently be applied in all the countries parties to the future Convention. During the past year, Great Britain had adopted a law according to which all passenger transport services for remuneration, as well as the hiring of vehicles, were considered as public services. The law divided vehicles into three classes—namely, (1) stage carriages (that was to say, omnibuses covering routes divided into sections); (2) express carriages in which no stage cost less than 1s.; and (3) contract carriages which covered vehicles hired by a group of passengers or, in other words, vehicles for which the passengers did not pay individually for the cost of their journey. Under the law, no vehicles carrying less than eight persons, including the driver, were subject to the system of concession or authorisation. Consequently, taxis or hired vehicles containing only a small number of persons were completely free in this respect.

Mr. Tolerton realised that this classification, which was perfectly satisfactory in Great Britain, would not be appropriate in other countries. He added that, in the case of stage carriages, the route was fixed. It was also fixed for express carriages; but in this case there was not necessarily a daily or even a regular service. As to contract carriages, there was neither regularity nor a fixed itinerary; they were often autocars, motor vehicles hired for a particular trip.

M. WALCKENAER (France) continued to think it necessary to adopt a general definition, and stated that the French delegation was prepared to examine any amendments to their text. They were of opinion that the differences in legislation in regard to the definition of public services were such as to render illusory in certain cases the principle of reciprocity which it was proposed to include in the Convention. Finally, the system to be laid down in the Convention should only be considered as a minimum, and two neighbouring countries would always be able to make treaties offering one another greater advantages than those which they were compelled to grant.

M. RIEHL (Austria) said that the Austrian delegation had already stated that they supported the German point of view. They were of opinion that it would be impossible to find a solution applicable in all countries and to all motor transport, present and future, and were prepared to accept the Italian amendment as amended by the Hungarian delegation. M. Riehl considered, however, that a more liberal system should be applied to taxis.

M. WOHL (International Chamber of Commerce) stated that, after having ascertained the opinion of the Committee of the National Associations of European Automobile Clubs, the International Chamber of Commerce would welcome the addition to Article 3 of a passage concerning the necessity of maintaining a fair proportion between the national and foreign vehicles used for the transport services which were subject to the conditions of authorisation or concession.

M. MELLINI (Italy) feared that, if a general definition for public services were adopted in the Convention, the various countries would apply only the letter of the law, and the result would be a system not very liberal and one prejudicial to touring interests. He therefore continued to prefer the solution adopted in the original draft. With regard to taxis, which the Austrian delegation desired to exclude from the system of concession, M. Mellini thought the Italian delegation could easily reach agreement with that delegation, provided they would agree to limit the number of places in vehicles to be considered as taxis.

M. CAMU (Belgium) pointed out that the text of the Italian amendment differed considerably from the text of Article 3 of the draft and was more restrictive. The Belgian delegate preferred Article 3 of the draft.

M. RESINES (Spain) observed that the question of registration had not yet been raised. It was, however, of great importance, at any rate in certain countries. Any transport undertaking,

for example, with its headquarters in Spain was obliged to use Spanish vehicles which were at present fairly costly or vehicles nationalised by the payment of a tax amounting to 33 per cent *ad valorem*. If foreign undertakings were allowed to work in Spain with unregistered vehicles and were therefore in a position to charge less, the Spanish transport services would be unable to compete with them.

M. Resines did not see how this difficulty could be overcome, and was therefore obliged to make a reservation in regard to Article 3.

M. FELDMANS (Latvia) made the same reservation on behalf of Latvia.

M. WOHL (International Chamber of Commerce) stated that, when the International Chamber of Commerce had suggested the insertion in Article 3 of a passage emphasising the necessity for establishing a fair proportion between the national and foreign vehicles employed by undertakings subject to the conditions of concession or authorisation, it had had in mind the usual practice in the case of international air transport services, the equipment for which came from several countries. M. Wohl shared the Spanish delegate's views in regard to the inequality which might result from the employment of different methods of levying taxation in the contracting countries.

M. MELLINI (Italy) stated that the observations of the Spanish and Latvian delegates were very judicious; but it should be remembered that the object of the Conference was not to organise an invasion of one country by the transport services of another, but to create certain relations which would be useful to international passenger traffic. The interests of the national services were reserved.

M. MARCHWINSKI (Poland) said that the Polish delegation made the same reservations as Spain and Latvia.

On the proposal of the Chairman, the Committee requested a special Sub-Committee, composed of M. GÉBER, M. MELLINI, M. SCHÖNFELD, M. CAMU, M. WALCKENAER, M. PFLUG, M. ROTHMUND, M. ROUBIK, Mr. TOLERTON and M. FELDMANS, to draw up a text for Article 3 to be submitted to the next meeting.

FOURTH MEETING.

Held on March 21st, 1931, at 3.30 p.m.

Chairman: M. RASINSKI (Poland).

IV. Draft Convention on International Commercial Motor Transport (continued).

ARTICLE 3 (continued).

The CHAIRMAN stated that the two Sub-Committees set up at the last meeting had completed their work and prepared their reports. The report of the Fiscal Committee had already been distributed (see Annex 8, page 82). That of the Sub-Committee which had been requested to draw up a text for the first paragraph of Article 3 would be submitted orally by M. Walckenaer.

M. WALCKENAER (France), Chairman of the Sub-Committee requested to draw up a text for paragraph 1 of Article 3, read the following report:

"The Sub-Committee which was requested to draw up a draft text for the first paragraph of Article 3 met on March 20th under the chairmanship of M. Walckenaer. M. Romein acted as Secretary.

"As was contemplated when the Sub-Committee was appointed, the principal problem referred to it was to find a definition of the public services to the vehicles of which each of the contracting States would be free to apply the conditions of authorisation or concession laid down in its laws.

"After a long discussion, the Sub-Committee agreed that the expression 'public service', although equivalent to the expression 'service available to the public' could not be defined more precisely in such a way as to be satisfactory to all the legislations, and it finally proposed that the words 'where such services are regarded as public services within the meaning of the said laws' should be maintained.

"On the other hand, it proposed that paragraph 1 of Article 3 should apply only to *public* passenger transport services.

"It also recognised the necessity of adding a special and specific reciprocity clause as a third paragraph of Article 3, in order to avoid inequality of treatment, with which question it had

been asked to deal. Consequently, the Sub-Committee has the honour to propose the following text for Article 3 :

“ ‘ Each of the High Contracting Parties may render the operation of all public conveyance services subject to the conditions of authorisation or concession laid down in its laws, where such transport services are regarded as public services within the meaning of its laws.

“ ‘ In granting these authorisations or concessions, however, each of the High Contracting Parties undertakes not to discriminate between transport services on the ground that the vehicles are registered in its own territory or in that of any other High Contracting Party.

“ ‘ Nevertheless, each of the High Contracting Parties may render any public conveyance service carried on by means of vehicles registered in the territory of another High Contracting Party subject to conditions of authorisation or concession equivalent to those imposed for the same kind of service in the territory of that other High Contracting Party.’

“ It should, however, be noted that, although paragraph 1 no longer contains the words : ‘ taking up or setting down passengers within its territory ’, which appear in the original draft, the Sub-Committee has taken no decision in regard to this point. At the beginning of its discussions, the Chairman of the Sub-Committee suggested that the question whether these words should be omitted or maintained should be reserved until the end of the meeting. Owing to the lateness of the hour, it was impossible to examine this question at the end of the meeting with the necessary attention, and the members thought it better to leave the point in suspense and to examine and settle it at the plenary meeting of the Committee.

“ Subject to this reservation, the draft was adopted by a majority as follows :

- “ First paragraph, by 6 votes to 2 ;
- “ Second paragraph, by 6 votes to 1 ;
- “ Third paragraph, by 4 votes to 2 ;
- “ Article 3 as a whole by 4 votes to 3.”

The CHAIRMAN opened the discussion on M. Walckenaer's report.

M. RESINES (Spain) stated that the Spanish delegation was quite satisfied with the third paragraph of the Sub-Committee's text, and congratulated the Sub-Committee on its work.

M. GÉBER (Hungary) noted that “ public services ” had been replaced by “ public conveyance services ”, which excluded taxis and restricted the scope of the national laws.

The Hungarian delegation was compelled to object to this change. Hungary could not be asked to alter laws which had been in force for fifty years, under which taxis were subject to certain conditions of authorisation or concession.

The Hungarian delegate therefore proposed that the first paragraph of the text of the original draft should be adopted.

M. ROUBÍK (Czechoslovakia) stated that, so far as the system applicable to taxis was concerned, Czechoslovakia was in the same position as Hungary, and he was compelled to make a reservation in regard to the Sub-Committee's text, at any rate until he received fresh instructions.

M. BAGGE (Sweden) stated that he was less satisfied with the Sub-Committee's text than with that in the original draft. In Sweden, all passenger transport services operating for remuneration were subject to the same system, and the introduction of the expression “ public conveyance services ” made it impossible for the Swedish delegation to accept this text. The German proposal would be most easily acceptable to the Swedish delegation.

Mr. FITZMAURICE (Great Britain) pointed out that the English text proposed by the Sub-Committee would have to be modified, and hoped that it would not be adopted finally until the Drafting Committee had examined it.

M. BILFELDT (Denmark) stated that, in Denmark, taxis were considered as public transport vehicles, and that, consequently, the Danish delegation was unable to accept the Sub-Committee's text. It could, however, accept the first paragraph of the original Article 3.

M. CONTOUMAS (Greece), M. RIEHL (Austria) and M. SOUBBOTITCH (Yugoslavia) also expressed a preference for the first paragraph of Article 3 of the original text.

M. VERMAIRE (Luxemburg) stated that the Luxemburg delegation was satisfied with the Sub-Committee's text of Article 3.

M. CAMU (Belgium) stated that, in the Sub-Committee, he had voted for the text of Article 3 which M. Walckenaer had read. Belgium could therefore, if necessary, accept this text. He drew the Committee's attention, however, to the fact that the text proposed by the Sub-Committee limited the scope of the Convention. In discussing texts, it was possible in the end to forget to which it applied.

As at present drafted, Article 2 of the Convention stated that freedom of circulation would be granted to motor vehicles carrying passengers for hire; this freedom was then restricted in Article 3 by subjecting public transport in each country to internal legislation.

The Convention therefore affords freedom of circulation only to taxis; but taxis are not a form of international transport. They are used for international transport only in very exceptional cases when there are large towns in the vicinity of the frontier.

It might be asked whether it was worth while to draw up a convention the practical bearing of which was so restricted.

The consequences of the reciprocity clause introduced in Article 3 were still more serious. There was a danger that this clause might constitute a setback as far as freedom of circulation was concerned. Hitherto, a certain number of States which had no legislation on forms of public transport had allowed the free entry to their territory of foreign autocars and autobuses.

With the coming into force of the reciprocity clause, these countries would be able to apply the conditions of authorisation and concession provided for in the country of origin of the vehicle.

M. ROTHMUND (Switzerland) again pointed out that it was premature to draw up a convention on an international system for commercial motor transport. In his view, it would be preferable to take up the question a few years hence, when it had reached a stage at which an international settlement could be reached.

M. MELLINI (Italy) noticed a text in the Convention which particularly applied to tourist traffic. From the beginning, the Italian delegation had asked for freedom for foreign taxi traffic. The Hungarian and other delegations, however, preferred taxis to be subject to the conditions of authorisation and concession laid down in the national laws, reserving freedom to vehicles not taking up or setting down passengers within the territory of the country concerned. In acceding to that request, the Italian delegation would be making a great sacrifice, but it would probably be authorised by its Government to do so. In any case, it should be understood that the freedom to vehicles not taking up or setting down passengers in Italian territory to travel in Italy would not be granted to any official transport firm, nor would they cover a regular route announced in a public time-table.

M. HANSEZ (International Association of Recognised Automobile Clubs) stated, on behalf of the Tourist Associations, that, if he had to choose between a convention less liberal than the present system and tending to some extent to disorganise that system and no convention at all, he would prefer the second solution. The Conference had obtained sufficiently important results on three points to justify itself and to dispense with seeking at any cost to reach a settlement on the fourth point.

M. FORSTNER (International Federation of Transport Workers) asked the Committee to take into consideration the case of taxi-drivers in small watering-places fairly near a large town from which they were separated by a frontier. Such drivers were only fully employed during the summer, and, apart from those few months, were glad to use their vehicles for transport between the small towns and the large neighbouring town. It was therefore desirable that no obstacle should be placed in the way of this kind of transport.

M. GÉBER (Hungary) was not so pessimistic as the Belgian delegate. The engagement of each of the contracting parties in Article 3 not to discriminate between undertakings on the ground that the vehicles were registered in its own territory or in that of any other contracting party was an important result. On the other hand, the Convention to be drawn up by the Conference could be amended and made more liberal. The Hungarian delegate noted that, during the meeting, various proposals which were very similar to one another had been submitted, and asked that the meeting should be adjourned in order that an effort might be made to unify them.

M. CAMU (Belgium), replying to the Italian delegate, pointed out that it would be very difficult to draw a precise distinction between official and other undertakings. Moreover, in countries which owned public transport undertakings run by the State, such undertakings would be at a disadvantage in relation to private undertakings if the Italian proposal were adopted. With regard to countries in which public transport services were a monopoly, it would be absolutely impossible for the vehicles belonging to these transport undertakings to enter a foreign country.

M. MELLINI (Italy) pointed out that he had not referred in his speech to public transport services, but to transport services which neither took up nor set down passengers on the territory of the country concerned. So far as he was aware, no public service undertook such transport. In order to avoid any misunderstanding, the Italian delegate would accept the expression "unofficial companies for this kind of service" or "irregular services"—namely, those not announced in a public time-table.

After the meeting had been suspended, and on the proposal of Mr. FRANKLIN (Great Britain), the remainder of the discussion on Article 3 was adjourned, in order that the delegates might get into touch with their Governments in the hope that it would afterwards be possible to reach a satisfactory solution.

The SECRETARY-GENERAL, OF THE CONFERENCE then read the following text, which the Hungarian delegate had proposed on behalf of various delegations :

“ Each of the High Contracting Parties may render the operation of all transport services taking up or setting down passengers in its territory subject to the conditions of authorisation or concession laid down in its laws, where such services are regarded as public services under its laws.”

The Committee decided that this text should be examined when the discussion on Article 3 was continued.

FIFTH MEETING

Held on March 23rd, 1931, at 3.30 p.m.

Chairman : M. RASINSKI (Poland).

V. Draft Convention on International Commercial Motor Transport (continued).

ARTICLE 7 (continued) : REPORT BY THE FISCAL SUB-COMMITTEE.¹

M. BLANC (France), Rapporteur for the Fiscal Sub-Committee, commented briefly on the Sub-Committee's report and read the following proposed draft for Article 7 :

“ In cases where the High Contracting Parties make a charge on commercial motor vehicles registered in their territory, they may also levy the same charge on commercial motor vehicles plying in their territory and registered in the territory of one of the other High Contracting Parties.

“ The charges thus leviable, which must be calculated per indivisible period of one day (from midnight to midnight), shall be equivalent in amount to those levied on commercial motor vehicles registered in the territory of the High Contracting Party.

“ Replacement charges must be calculated and levied according to a simple and rapid method.”

M. ROUBIK (Czechoslovakia) was not sure that it would always be possible to calculate the equivalent amount specified in paragraph 2 by the simple and rapid method mentioned in paragraph 3. Equivalence was a mathematical concept, and presupposed a precise mathematical calculation. M. Roubik therefore proposed, either that the words “ as far as possible ” should be inserted in paragraph 2, or that paragraphs 2 and 3 should be combined so as to read :

“ Calculated by a simple and rapid method per indivisible period of one day.”

M. CRISPIELS (Belgium) had noticed the incongruity mentioned by M. Roubik. Even if the idea of equivalence was not taken in the absolute sense given to it by M. Roubik, the Sub-Committee's draft was nevertheless too rigid. Some systems of taxation were so complicated that it was impossible to calculate the equivalent amount of the taxes prescribed in them “ by a simple and rapid method ”.

M. Crispiels supposed that the Committee's idea was that the taxes mentioned in Article 7 should not in any case be higher than those levied on commercial motor vehicles registered in the territory of the contracting party concerned. He would therefore suggest the following amendment :

“ The amount of charges thus leviable shall not exceed those collected by . . . ”

M. BLANC (France), Rapporteur for the Fiscal Sub-Committee, explained that what the Sub-Committee had in mind was a close equivalence as possible, but not absolute equality. The Sub-Committee had assumed that conversion tables would be issued to the officials in charge of the collection of taxes and would permit, by a simple reference, of the application of the rule laid down in Article 7 without delay. It was, moreover, quite acceptable that cars which were taxed on a day-to-day basis should pay heavier charges than cars taxed on a quarterly, half-yearly or yearly basis, seeing that the former, unlike the latter, made full use of the freedom of circulation granted to them.

M. CRISPIELS (Belgium) thought that the acceptance of M. Blanc's point of view would entail the introduction of a very dangerous factor in the calculation of the equivalent amount of charges. He would prefer to revert to the text in the draft, reading :

“ Such charges, which must be calculated per indivisible period of twenty-four hours, shall be fixed at a rate in proportion to the amount of similar charges levied. . . . ”

¹ See Annex 8, page 82.

M. WALCKENAER (France) proposed the wording :

“ Appreciably equivalent to and in no case more than ”

M. ZAPPALA (Italy) proposed the following amendment to the Fiscal Sub-Committee's draft :
“ Approximately equivalent in amount ”.

The Committee finally adopted Article 7, paragraph 2, in the following form:

“ The charges thus leviable, which must be calculated per indivisible period of one day (from midnight to midnight) shall be appreciably equivalent to those levied on commercial motor vehicles registered in the territory of the High Contracting Party. ”

The Fiscal Sub-Committee's drafts for paragraphs 1 and 3 were adopted without change.

M. BLANC (France), Rapporteur for the Fiscal Sub-Committee, said that it had been agreed in the Sub-Committee that only vehicles mentioned in Convention No. 1—*i.e.*, commercial motor vehicles—would have the benefit of taxation on a day-to-day basis.

The CHAIRMAN pointed out that Article 7, which had just been adopted, would have to be brought into line with Article 2 in the Convention on the Taxation of Foreign Motor Vehicles, which was being discussed by the Third Committee.

According to Article 2 of the latter Convention, taxis and hired cars would be exempted from charges and taxation for ninety days.

M. ZAPPALA (Italy) disagreed with the Chairman. This point had not yet been settled, and would not be settled pending a decision on Article 3 of the Convention on Commercial Motor Transport. In Italy, for instance, taxis and hired cars came within the category of public services. Furthermore, the Convention on Taxation applied to private cars and not to public services.

M. DE RUELLE (Belgium) said that this question had already been raised in the Committee on Taxation. M. de Ruelle, in agreement with the latter Committee, held that there were very sound reasons for assimilating certain commercial motor cars to private cars. In some cases, it was practically impossible to discriminate between these two kinds of vehicles.

M. BLANC (France) had had occasion to remark that M. de Ruelle had adopted the French delegation's point of view that taxis were commercial vehicles. There was quite a simple way of differentiating between private cars and hired cars. All that was needed was to demand the Fiscal Permit, which was issued for private cars but not for hired cars.

M. ZAPPALA (Italy) agreed that taxis or hired cars should be regarded as commercial vehicles. In Italy, at any rate, taxis and hired cars were easily recognised by certain external features.

M. DE RUELLE (Belgium) still felt some doubt as to the possibility of distinguishing easily between taxis and hired cars on the one hand and private cars on the other. In the majority of holiday resorts, the hotels kept motor-cars in which tourists were sometimes conveyed. Why should not such cars enjoy the same facilities as private cars? Besides, if the same regime were applied to them as to private cars, but if they were subject to special supervisory measures, the efficacy of the Convention would be greatly diminished thereby. The Convention, therefore, should cover, not only private cars, but those which, without being used for the public conveyance of passengers, were nevertheless used for certain commercial transport purposes.

M. ZAPPALA (Italy) said that his delegation had no objection to taxis and hired cars having the benefit of the provisions of Article 7.

Mr. FRANKLIN (Great Britain) said that his delegation was in favour of bringing taxis and hired cars within the purview of the Convention on Taxation, but not within that of the Convention on Commercial Motor Transport.

M. BORDUGE (Chairman of the Committee on the Taxation of Foreign Motor Vehicles) observed that, at the first reading, his Committee had decided that private cars, taxis and hired cars would be exempted for visits in a foreign country totalling not more than ninety days, but that motor-buses, chars-a-bancs and lorries would not be exempted.

At the second reading, however, the Committee on Taxation had not felt sure that it had acted wisely in granting exemption to taxis and hired cars. If, for the purposes of the Convention on Commercial Motor Transport, taxis and hired cars were held to be commercial vehicles, there was no difficulty in such exemption; but, if the reverse were the case, the Conference would have to decide whether it wished to grant these vehicles the cumulative benefits conferred by the Convention on Commercial Motor Transport, and by that on the Taxation of Foreign Motor Vehicles.

After an exchange of views, *the Committee decided* to refrain from expressing a definite decision on the question whether taxis and hired cars should be granted the advantage of paying charges on a day-to-day basis until the Committee on the Taxation of Foreign Motor Vehicles had taken a decision on the system of taxation applicable to these vehicles.

(The meeting was then suspended to enable the Committee on Taxation to consider Article 2 of the Convention on the Taxation of Foreign Motor Vehicles, the text of which would have certain effects on that of Article 7 in the Convention on Commercial Motor Transport.)

(The meeting was resumed at 5.50 p.m.)

The CHAIRMAN proposed that, in view of the decisions taken by the Committee on Taxation (see Minutes of the Sixth Meeting of the Committee on the Taxation of Foreign Motor Vehicles) the text of Article 7 should be retained as it stood, and that the Protocol should contain a mention of the votes taken at that meeting by the Committee on Taxation. As the Protocol would have the same force, validity and duration as the Convention, the votes in question would serve, if necessary, as a rule for the interpretation of the Convention.

The Chairman's proposal was adopted. The Drafting Committee was instructed to prepare a draft text to be embodied in the Protocol with regard to Article 7.

ARTICLE 9.

The CHAIRMAN observed that there were to this article a Hungarian amendment¹ and a Belgian amendment.²

M. GÉBER (Hungary) said that, if reference was made in Article 9 to the 1926 Convention, he would withdraw his amendment.

M. PFLUG (Germany) preferred that the 1926 Convention should be mentioned explicitly in Article 9.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the only reason for which Article 9 did not expressly refer to the 1926 Convention was that that Convention was not in force yet in all countries. Some countries still applied the 1909 Convention.

M. DE RUELLE (Belgium) pointed out that it would be at variance with the normal practice to have an allusion in one convention to another. As a rule, a convention was an independent entity and could not be linked up to another.

Mr. FITZMAURICE (Great Britain) agreed. He proposed that Article 9 should simply be deleted. There was nothing in the Convention dealing with technical matters. Consequently, the provision in question could not give rise to any doubt concerning such matters.

M. PFLUG (Germany) insisted that Article 9 must state which Convention was to be applied in regard to technical questions.

M. GÉBER (Hungary) proposed that the Paris Convention, or any other Convention which was intended to be substituted for it, should be mentioned.

M. DE RUELLE (Belgium) proposed that the article be omitted.

M. SOUBBOTITCH (Yugoslavia) drew attention to the following clause in Article 2 :

“These vehicles shall be authorised *unconditionally* to carry passengers . . . within the territory of the High Contracting Parties.”

It was essential to have an article on the lines of Article 9 reserving the technical conditions with which commercial vehicles and their drivers must comply before taking the road, since, otherwise, the term “unconditionally” might be construed as meaning that no such conditions could be laid down. The Yugoslav delegation would agree to the original draft of Article 9, amended in conformity with the Belgian proposals (Annex 4, page 80).

M. DE RUELLE (Belgium), in reply to the observations of M. Géber and M. Pflug, observed that the 1909 and 1926 Conventions were still valid and would continue to bind those countries which had concluded them. Article 9, therefore, was superfluous, inasmuch as the word “unconditionally” could not imply that the driver of a car was authorised to disregard the rules of the 1909 and 1926 Conventions.

M. SOUBBOTITCH (Yugoslavia) attached no vital importance to retaining Article 9, but hoped it would be made quite clear that the present Convention had no bearing on technical conditions, and that the silence of the Convention on this point could not be taken to mean that the provisions of the previous Conventions were cancelled.

M. René MAYER (France) remarked that the sentence in Article 2 to which M. Soubotitch had drawn attention had not yet been adopted or even discussed. If it were retained, Article 9, as modified by the Belgian proposal, would have to be kept in the Convention.

M. PFLUG (Germany) would prefer that there should be an explicit mention of the 1926 Convention in Article 9, but that there should be no reference to the 1909 Convention, which was less rigorous in regard to technical conditions.

M. SOUBBOTITCH (Yugoslavia) could not agree to Article 9 specifying the international conventions governing the technical conditions with which cars and drivers must comply. He suggested that the last clause in Article 9 might read :

“In the International Conventions in force and in the internal law of the various contracting parties.”

¹ See Annex 3, page 78.

² See Annex 4, page 80.

M. DE RUELLE (Belgium) understood that the German delegation's object was to make the 1926 Convention applicable in the countries where the 1909 Convention was still in force. The statement in Article 9 would be insufficient for this purpose, as was shown by a verdict given by the Permanent Court of International Justice. The 1909 Convention was still in force in all the countries which, having ratified it, had not taken the necessary steps to denounce it; and the 1926 Convention bound only those States which had subscribed to it.

M. PFLUG (Germany) pointed out that, if Article 9 was adopted as it stood, the countries signing the present Convention would be forced to admit to their territory vehicles which complied with the prescriptions of the 1926 and 1909 Conventions. In regard to the 1909 Convention, such a rule would be most unfortunate, because the conditions laid down in 1909 had fallen behind the technical progress of the motor industry.

M. GÉBER (Hungary) drew attention to the fact that it would not be enough for a car to comply from the technical standpoint with the 1909 and 1926 Conventions. The driver would have to produce as well the papers prescribed in the 1926 Convention, and that without prejudice to certain other prescriptions—in particular, those mentioned in the last paragraph of Article 4 in the Italian proposals. (Annex I, page 75.)

M. René MAYER (France) requested the Chairman to rule that the Committee should vote on the first clause in Article 9 reading :

“The present Convention does not lay down the technical conditions with which commercial motor vehicles or their drivers must comply before permission is granted to travel in the territory of the High Contracting Parties.”

Mr. FITZMAURICE (Great Britain) felt that it would be better to delete Article 9 altogether.

The CHAIRMAN thought this rather difficult, since the free movement of vehicles would to a large extent depend on the technical conditions with which they had to comply. These conditions were determined (a) by the internal law of each State; (b) by bilateral treaties, and (c) by general international conventions—viz., in certain cases the 1909 Convention and in others that of 1926. Plainly, the country in whose territory a motorist wished to travel must have the final word as to the conditions to be applied. This was clearly indicated by the term “in force” at the end of Article 9. In the absence of an international convention, the national law must quite obviously apply. It would, therefore, be seen that the only question which could arise in this connection was whether this fact should be stated explicitly.

The first clause of Article 9 was put to the vote and adopted without change.

M. GÉBER (Hungary) proposed that the text adopted should be inserted in Article 2.

The CHAIRMAN pointed out that the result of this proposal would be to incorporate in Article 2 provisions which had nothing to do with the rest of that article.

Mr. FITZMAURICE (Great Britain) thought that the text which had been adopted was entirely sufficient for the purposes of Article 9. It was obvious that the technical conditions prescribed in each country were in no way affected by the Convention, and were as valid as if the Convention had never been drawn up. In his opinion, the clause reading : “as these conditions are determined in the manner provided in the International Conventions in force”, should be struck out.

This was agreed to.

SIXTH MEETING

Held on March 26th, 1931, at 10 a.m.

Chairman: M. RASINSKI (Poland).

VI. Draft Convention on International Commercial Motor Transport (continued).

EXAMINATION OF THE DRAFT PROTOCOL OF SIGNATURE.

The CHAIRMAN opened the discussion on the Protocol of Signature (original draft,¹ page 4), and pointed out that Article 7 of the Italian delegation's proposal related to the same point—namely, insurance covering third-party risks.

M. ROTHMUND (Switzerland) explained that, under a bill on motor traffic recently drawn up by the Swiss Government, the owners of vehicles were obliged to take out an insurance policy covering third-party risks. As the number of motor vehicles entering Switzerland was very much greater than the number registered in the country (168,000 as against 125,000 in 1930), the bill would only be effective if the provisions relating to third-party risks were extended to foreign vehicles. The bill therefore stipulated that, on arrival in Switzerland, motorists

¹ Doc. Conf. C.R./I.

should be insured in respect of third-party risks. It was to be hoped, moreover, that, when the legislations of all countries compelled motorists to insure against third-party risks, foreign insurance policies would be recognised. Meanwhile, it would be desirable to make a reservation in regard to the legal provisions referred to in the Protocol, and M. Rothmund therefore hoped the latter would be accepted.

M. DE RUELLE (Belgium) said that the Belgian delegation had no objection to the conception on which the Protocol was based, but thought the formula should be more precise. The premium for insurance in respect of third-party risks was fairly high and might amount to eight or nine hundred gold francs a year. If a motorist were insured with a company whose policies covered the risks to which he was exposed when abroad, he should not be compelled to take out a new policy every time he crossed a frontier. The conception contained in the Protocol of signature seemed very important, but the Belgian delegation did not see how it could be put into practice without a general agreement—or, at any rate without special agreements.

Mr. FRANKLIN (Great Britain) said that the British delegation accepted the Protocol, but would prefer it to be included in the Convention. Under a law which had recently come into force in Great Britain, motorists were required to take out an insurance in respect of third-party risks. Foreign motorists were not compelled to insure with a British company provided they were able, on entering England, to sign a statement testifying that their insurance policy covered third-party risks in Great Britain.

M. SCHÖNFELD (Netherlands) asked the Swiss delegate whether it was necessary to take out an insurance policy covering third-party risks for a motor-coach entering Switzerland once only for several days.

M. ROTHMUND (Switzerland) explained that, at present, it was only necessary to insure foreign vehicles (for all the journeys made in the country) in the case of transport services for which a concession had been granted. The new bill provided that insurance should be required on each entry for each motor vehicle. As every motorist would, so to speak, have an insurance policy which, in general, was valid in all European countries, it would in most cases be sufficient for him to show it at the frontier. Obviously, if the insurance policy did not contain the necessary conditions, a premium would be required for each visit to Switzerland. A system of tickets to be issued at the frontier in proportion to the proposed length of the visit was contemplated. The fact that Switzerland endeavoured to attract as many foreign tourists as possible would prevent her from introducing too onerous a system or requiring too many formalities.

M. MELLINI (Italy) explained that Article 7 of the Italian proposal reproduced a provision embodied in a recent Italo-Swiss convention. As compulsory insurance did not at present exist in Italy, the Italian delegation did not insist on their text, but felt bound to submit two observations :

(1) With regard to the proposal that compulsory insurance should be required on entry into a particular country, Italy naturally reserved her right to act reciprocally.

(2) Countries should agree to recognise the various insurance companies and insurances in respect of third-party risks.

M. PFLUG (Germany) wondered whether a provision such as Article 7 of the Italian proposal, which had been taken from a bilateral agreement, could be embodied in an international convention. If the countries were forced to recognise all insurance policies, a beginning would have to be made by drawing up a convention on the conditions of insurance, which would be very difficult. The question of insurance in respect of third-party risks was being studied in Germany. As the enquiry was not complete, the German delegation was unable, for the moment, to state that they were prepared to recognise foreign insurance policies.

M. GÉBER (Hungary) approved the observations of the German delegate. In view of the variety of insurance systems in force in the various countries, it would be very difficult to insert the article for which the Italian delegation asked. The Hungarian delegate drew attention to his own amendment to Article 3 (Annex 3, page 78), which also related to the question of insurance.

M. RIEHL (Austria) said that compulsory insurance existed in Austria, but foreign motor vehicles were excepted, as Austria considered that the question should be settled by an international convention. The problem was too complicated to be solved immediately. The Austrian delegation therefore supported the Hungarian and German delegations.

M. ROTHMUND (Switzerland) noted from the observations made that it would doubtless be impossible to settle this question in detail in the present Convention. It would suffice to point out that the fact that a State prescribed that the insurance of foreign motor vehicles—that was to say, vehicles for commercial transport—was obligatory, was not contrary to the other prescriptions in the Convention. All that was necessary, therefore, was to refer to the Protocol. It would be for each State to decide whether it required such insurance, and no State would be entitled to question the right of another State.

Mr. FITZMAURICE (Great Britain) was of the same opinion as the Swiss delegate for the same reasons. Nevertheless, he would prefer the question to be settled in the Convention itself and not in a Protocol of signature.

The SECRETARY-GENERAL OF THE CONFERENCE observed that the Convention and the Protocol of signature, or annexed Protocol, had already the same value and validity. The object of the Swiss delegate's explanations, which, moreover, were in harmony with the views of the framers

of the draft Protocol, was to explain that the other provisions of the Convention did not prevent a State requiring the insurance of foreign vehicles in respect of third-party risks. Thus, it was clearly an interpretative clause and contained no substantial law applicable to the contracting parties. It would be in conformity with precedent to maintain that clause in the Protocol.

M. BAGGE (Sweden) supported the observations of the Swiss delegate.

The CHAIRMAN noted that the Committee agreed that the provision appearing in the original draft should be embodied in the annexed Protocol subject to final drafting.

ARTICLE 10.

The CHAIRMAN noted that this article was connected with Article 6. It related to cabotage—that was to say, the conveyance of passengers for payment from one point in a territory to another point in the same territory. There were two different matters: (1) formal prohibition to use foreign motor vehicles for such a purpose; (2) penalties provided under Article 6 in respect of foreign vehicles benefiting from the Convention which were used in such a way.

M. ROUBÍK (Czechoslovakia) said that, as the Chairman had referred to Article 6, the Czechoslovak delegation would ask for either an amendment or a new text for this article.

M. SOUBBOTITCH (Yugoslavia) considered that, although the German amendment had been withdrawn, some doubt remained as to the article in the original draft. It should be quite clear that that article, as drawn up, implied that transport from one point to another in the same territory was not subject to the Convention, whatever route was taken.

M. WALCKENAER (France) observed that Article 6 was also connected with Article 3, which should therefore be discussed. On the other hand, a new question had just been raised—whether Article 10 related to the case of a vehicle which crossed a frontier at two different points when the point of departure and arrival were on the same territory.

Mr. FRANKLIN (Great Britain) drew the attention of the Drafting Committee to the case of Great Britain. The boats conveying passengers across the Channel were not authorised to transport motor-coaches, so that, strictly speaking, the passengers did not cross the frontier in a motor-coach. Passengers arriving at Calais had to go by rail to Boulogne to rejoin the motor-coach, and *vice versa*. The British delegate agreed with the French delegate that Article 10 did not cover cases in which the vehicle crossed the frontier at two different points, when the points of departure and arrival were on the same territory.

M. CONTOUMAS (Greece) asked whether the following case came within the scope of Article 10—the case of a passenger travelling in a motor-coach from Munich to Geneva via Zurich. On departure, he had paid his fare to Geneva, but he stopped for a few days at Zurich and continued his journey to Geneva in another motor-coach belonging to the same company. Such a case might arise and could be compared to a frequent case in maritime cabotage, which certain bilateral conventions do not include in cabotage exclusive to national merchant marines.

The CHAIRMAN asked the opinion of the Conference on the question raised by the Yugoslav delegate—namely, whether Article 10 covered the case of a vehicle entering foreign territory for the purpose of travelling between two points in the same territory.

M. RENÉ MAYER (France) thought that the conveyance of passengers by a motor vehicle of country A between two towns of country B, passing through country A, was cabotage by the vehicle in question, although it entered in transit, during part of the journey the territory of the country in which it was registered. In other words, if the vehicles of one country conveyed passengers between two towns in another country that was cabotage, although part of the itinerary was on their own territory. If that was the correct interpretation of the text, the French delegation saw no necessity for amending Article 10.

The CHAIRMAN asked whether the case to which the British delegation had drawn attention was covered by Article 10.

The SECRETARY-GENERAL OF THE CONFERENCE thought that the questions raised by the British and Greek delegates could be settled either by making the text more precise or by inserting an interpretative clause. The idea to be kept in mind was that the journey was made in the same vehicles. If the passenger mounted and left the vehicle on the same territory, Article 10 would apply, whatever the route followed. If the journey in the same vehicle started outside the territory (the case to which the British delegate had drawn attention) was broken, for practical reasons (crossing a bridge, lock, etc.), and was then continued in the same vehicle, Article 10 would not apply. According to the explanations of the French delegate, in its present form the article implied “whatever the itinerary followed”.

M. DE RUELLE (Belgium) approved, in principle, the interpretation of the Secretary-General of the Conference. The cases to which reference had been made appeared to be covered by the letter of Article 10 but not by its spirit. At the same time, it would be difficult to find a formula covering all the cases which might arise in practice.

The CHAIRMAN understood that the Committee adopted Article 10, subject to the above explanations, which would appear in the Minutes.

M. SOUBBOTITCH (Yugoslavia) did not think it necessary to introduce a special text in the Convention, since the Committee agreed as to the interpretation of Article 10. That interpretation should at least appear in the report, however.

The CHAIRMAN agreed.

ARTICLE 6.

M. René MAYER (France) pointed out that Article 6 laid down penalties for two classes of infractions of Articles 3 and 10. It would therefore be advisable to discuss Article 3 before Article 6.

Agreed.

ARTICLE 8.

The CHAIRMAN said that this article was connected with Article 12, and related to passengers in transit. He pointed out that the text of the two articles was contained in the Barcelona Convention. It was suggested that this rule should apply to commercial motor vehicles.

M. SCHÖNFELD (Netherlands) asked whether it should be concluded from the fact that the two articles had been taken from the Barcelona Convention that the definition of transit adopted at Barcelona held good for the present draft Convention.

M. ROUBÍK (Czechoslovakia) suggested that, in order to make it clear that the article did not relate to regular transport, the first sentence of Article 8 should be completed as follows :

“ The High Contracting Parties shall grant freedom of transit to passengers and goods *occasionally* conveyed in commercial motor vehicles.”

In addition, the Czechoslovak delegation suggested that it should then be stated that such passengers or goods should only be conveyed over a route prescribed in advance by each contracting party whose territory was covered. With regard to regular transit, a sentence should be added to the effect that other transit traffic having the character of regular traffic was only allowed on the basis of the system of concessions contained in Article 3.

M. MELLINI (Italy) approved the addition of the word “ occasionally ”.

M. René MAYER (France) pointed out that Article 8 referred, not to the transit of the vehicles but to the passengers conveyed in the vehicles. The question of regular transport services in transit related to Article 3.

The CHAIRMAN pointed out that the question of the circulation of the vehicles had been exhausted, and that he had explained that the Committee should now deal only with passengers in transit.

M. SOUBBOTITCH (Yugoslavia) asked what part of the Convention dealt with vehicles in transit.

M. CRISPIELS (Belgium) thought the question had already been settled in Article 4, where it was stated that “ these vehicles shall benefit by the system of temporary Customs exemption ” In the case of regular traffic, which was more important than transit, Article 4 should be considered as applying to vehicles in transit. From the Customs point of view, the vehicle itself was a commodity.

M. STATHATOS (Greece) thought that, combined with Article 4, Article 2, which accorded freedom to travel to motor vehicles, fully covered vehicles in transit.

The CHAIRMAN pointed out that, following M. René Mayer's motion of order, the Committee was only discussing passengers in transit, without reference to Article 3

M. ROUBÍK (Czechoslovakia) said that, if the French delegate's explanations were accepted, the following question would arise : As Article 8 dealt with passengers conveyed in vehicles, what would happen if the conditions relating to the passengers differed from the conditions relating to the vehicles?

M. René MAYER (France) was not averse from discussing, first, on what conditions regular services of vehicles in transit should be allowed, and then the question of passengers in transit. He wished simply to draw attention to the fact that Article 8 only dealt with this last question.

M DE RUELLE (Belgium) thought it necessary to start by examining the system applicable to vehicles. If the Committee had to examine the system applicable to passengers without considering the vehicles, they could only adopt the system fixed at Barcelona in other terms.

M. SOUBBOTITCH (Yugoslavia) and M. René MAYER (France) agreed that vehicles in transit should first be considered and then passengers in transit.

M. GÉBER (Hungary) said he could accept the text of Article 8 taken from the Barcelona Convention.

ARTICLES 2 AND 3 (*continued*).

M. GÉBER (Hungary) asked, however, that the two following additions should be made :

(1) To Article 2 :

“ Each of the High Contracting Parties undertake to accord freedom to travel in *and through* its territory . . . ”

(2) To Article 3, paragraph 1 :

“ The operation of all passenger transport services taking up or setting down passengers within *or through* its territory . . . ”

He thought this amendment would be in conformity with the Czechoslovak proposal.

The CHAIRMAN opened the discussion on vehicles in transit. The Czechoslovak delegate had suggested that reference should be made to occasional transport in transit, as the system of concessions laid down in Article 3 applied to regular transport.

M. PFLUG (Germany) noted that, according to the Czechoslovak delegate, vehicles, used for occasional transport should be compelled to follow certain routes. Did he suggest that the itinerary should always be prescribed before the transport took place, or that certain itineraries open to the regular services should be published? The opinion of the Italian delegation would also be useful.

M. ROUBÍK (Czechoslovakia) replied that it should be stated that the route should be fixed in advance. If it had to be determined in each special case, the transport services would be placed in an impossible situation if the journeys made were very numerous. It would therefore suffice for each country to publish a notice to the effect that, if a vehicle had to pass in transit, it should follow a particular route. Obviously, in order to avoid traffic obstructions, suitable routes on which the traffic was not very heavy should be fixed.

M. MELLINI (Italy) pointed out that the Italian delegation was of opinion that only occasional transport services should be dealt with. It seemed to him that they should be left entirely free to follow whatever route they preferred.

In reply to a question by the Chairman, M. Mellini added that he approved the word “ unconditionally ” in Article 2, provided it related to occasional transport.

M. GÉBER (Hungary), though in favour of complete freedom, thought that exceptional circumstances should be taken into account. He therefore suggested that Article 3 should be completed as follows :

“ Each of the High Contracting Parties may render the operation of all passenger transport services . . . subject to the conditions of authorisation, concession, *restriction or prohibition* . . . ”

The authorities might be obliged to prohibit traffic over a certain route.

In reply to a question by the Chairman, M. Géber explained that he had in mind occasional transport.

M. SOUBBOTITCH (Yugoslavia) pointed out that, on another occasion, the Yugoslav delegate had suggested that the Committee should confine itself to a general exchange of views and should not endeavour to establish a text. If, however, the Committee wished to discuss the question of freedom of transit in order to draw up a text, the original draft was both too sibylline and too laconic to be useful as a basis for discussion on this point. An article should be drawn up setting forth clearly everything which it was desired to say in regard to transit of vehicles. With reference to the word “ unconditional ” (Article 2), he pointed out that it had already been stated that there was no unconditional system applicable to vehicles.

M. DE RUELLE (Belgium) noted that the Committee was considering the case of vehicles making an occasional journey in transit, which was only an exception. The substance of the difficulty should first be examined—that was to say, the system applicable to motor vehicles in transit in general.

M. CONTOUMAS (Greece), while approving this observation, observed that the question of vehicles in transit was perhaps already settled in Article 1 of the Barcelona Convention.

M. DE RUELLE (Belgium) explained that certain articles in the Barcelona Convention related to all the means of transit, others specially to transit by railways and waterways. Article 1 contained the words “ and other means of transport ”.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that this was merely a definition and was of no material importance.

M. DE RUELLE (Belgium) said it was precisely for that reason that the question of vehicles in transit should now be settled.

M. SCHÖNFELD (Netherlands) repeated his question : Did the definition of transit contained in the Barcelona Convention hold good for the present draft?

M. DE RUELLE (Belgium) replied that there could not be two definitions of transit. The definition given in Article 1 of the Barcelona Convention applied to all transit in general, whatever the means of transport. The other articles of the Barcelona Convention dealt specially with transit by rail or river.

The CHAIRMAN said that the Committee should consider all the means of transport in transit, occasional and regular. The question was whether it was desirable to introduce a special system for regular motor transport or the general system recommended in the Barcelona Convention.

M. SOUBBOTITCH (Yugoslavia) made a reservation in regard to the Chairman's suggestion as to whether it was desirable to submit motor transport to the general system of the Barcelona Conference. That Convention did not set up a general transit system but gave only a general definition of transit, and only fixed a transit system for rail and river.

The CHAIRMAN agreed with the Yugoslav delegate : transit had already been defined, and the rules should now be determined.

Following the proposal of the Czechoslovak delegate, the question arose as to what were the rules under which occasional transport in transit could be allowed.

M. DE RUELLE (Belgium) repeated that it was impossible to discuss a rule without knowing on what principle it was based. Article 3 of the original draft would form a basis for discussion.

The CHAIRMAN drew attention to the fact that Article 2 laid down a general rule applicable to all cases, including export, import and transit.

Mr. FITZMAURICE (Great Britain) approved this interpretation of Article 2. If it was not clear that the text covered transit, it should be redrafted. This applied to the first sentence of the second paragraph of Article 3, which should also relate to transit. Consequently, it was unnecessary to maintain Article 8 as a separate article, and it should be examined in connection with Articles 2 and 3.

The CHAIRMAN pointed out that Article 8 referred to the passengers in transit, and that a separate article was necessary.

Mr. FITZMAURICE (Great Britain) was of opinion that the two provisions could be combined.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the draft did not distinguish between transport in transit, and on arrival in or departure from a country. If the Committee did not think it necessary to introduce a different system for vehicles either in transit, or on arrival or departure, all such transport could be grouped together, and it could then be seen what transport could be carried out under Article 2, and what transport under Article 3. Later on, Article 8, which only applied to passengers transported by a motor vehicle, would be reached.

The CHAIRMAN understood that the Committee was unanimously of opinion that the rule contained in Article 2, as completed by the Hungarian amendment, referred also to transit in general.

M. SOUBBOTITCH (Yugoslavia) thought the meaning of the amendment to this article, as explained by the Chairman, should be given. Article 2 proclaimed internationally the right of freedom to travel, subject to the limits to this freedom to be laid down. Up to the present, that principle had not existed in international law so far as commercial motor transports were concerned, but only in connection with railways, waterways and persons.

M. SCHÖNFELD (Netherlands) said that, from Articles 3 paragraph 8 of the 1926 Convention combined with the other articles it could be concluded that motor vehicles could travel freely in most European States and in a great part of the world.

M. MELLINI (Italy) pointed out that the present Convention related to the transport of passengers and goods, while the 1926 Convention did not deal with public transport services, but only with private carriage. In his view, it would be better to group all the means of transport, including transit, in a single article. He believed that the Hungarian and Czechoslovak delegates would agree to draft the first part of Article 3 as follows :

“ Each of the High Contracting Parties may render the operation of all passenger transport services, regular or occasional, taking up or setting down passengers within its territory, subject to the conditions of authorisation or concession . . . ”

Under that solution, freedom to travel would be accorded to the following vehicles : (1) hired vehicles not taking up or setting down passengers; (2) taxis in the same circumstances; (3) motor-buses in the same circumstances, either in transit or otherwise.

The Convention would be somewhat restricted, but it was a first step, and the question did not appear to be ripe enough to permit of the adoption of a broader Convention.

M. SCHÖNFELD (Netherlands) took the case of a manufacturer who had his workers conveyed from one side of a frontier to the other. He thought the Italian delegate agreed that that was not a public transport service and that it would consequently be free.

M. MELLINI (Italy) agreed.

SEVENTH MEETING

Held on March 26th, 1931, at 5 p.m.

Chairman: M. RASINSKI (Poland).

VII. Belgian Proposal relating to Commercial Motor Transport.

M. DE RUELLE (Belgium) said that, after fifteen days' work, the time had come to bring the session to a close. Most important exchanges of views had taken place in regard to commercial motor transport. The Committee's discussions had brought to light legal problems which it would have been very difficult to solve during the meeting, and a certain number of very awkward divergences between the legislation already laid down or in preparation. The Belgian delegation thought that, if the Conference endeavoured to draw up an international convention without first settling those problems and removing the divergences, the result might be that only a very few secondary points would be settled, while the principles relating to the question as a whole were left on one side. The work thus accomplished would probably do more harm than good. In a great many countries the system relating to commercial motor transport was very liberal, and an incomplete convention, which was a convention on commercial motor transport in name only, might have been contrary to that freedom. In those circumstances, the Belgian delegation felt bound to submit the following draft resolution :

" The European Conference on Road Traffic,

" Having carefully examined the draft Convention on the International Regime of Commercial Motor Transport and having deliberated thereon;

" Observing that the discussions in its Committee on Commercial Motor Transport have brought to light a number of legal problems, particularly in regard to what public transport services may properly be made the subject of international regulation, and in regard to the question of freedom of transit;

" Observing that these problems cannot be elucidated without further investigation based on a comparative examination of the municipal law of the different countries represented at the Conference;

" Being of opinion that any Convention that might be concluded before there has been time to carry out such investigation and at a time when the laws of the various countries are in process of evolution, could cover only a few isolated points and must neglect the fundamental principles governing the subject;

" That such a Convention would have the grave disadvantage of being less progressive than the increasingly liberal practice which is tending to become established in many countries;

" That, so far from encouraging progress in the municipal law of countries, it would be more likely to retard such progress;

" And that this disadvantage would be equally serious as regards the progress of the international law of communications, which also shows a definite tendency towards increasing liberality,

" Adopts the following resolution :

" The Conference decides to suspend its work on the Convention on the International Regime of Commercial Motor Transport;

" It recommends that the Communications and Transit Organisation, when reporting to the Council of the League of Nations on the results of proceedings of the Conference, should lay emphasis on the expediency of reserving to a future Conference the task of providing the international solutions to be adopted after the additional investigations which have been found to be indispensable have been carried out by that Organisation,

" It also recommends that, pending the conclusion of an international Convention, separate agreements should be made between States, and that, in drawing up such agreements, the utmost possible regard should be paid, in matters connected with the transport of passengers, to the drafts prepared by the sub-committees with reference to the Customs treatment and taxation of commercial vehicles (Articles 4 and 7 of the draft Convention)."

M. SCHÖNFELD (Netherlands) regretted that the result of the Committee's work had been negative. He considered it important that the question of the international system to be set up for commercial motor transport should be settled as quickly as possible. The investigation should pass through several stages, and to defer the beginning was also to defer the end. At the same time, the fact that it was M. de Ruelle who had proposed the draft resolution facilitated its adoption by the Netherlands delegation, which was usually in agreement with the Belgian delegation; as to whose liberal ideas there could be no question.

M. MELLINI (Italy) considered that the draft resolution was the only solution which the Committee could at present accept. He was bound to admit that the time had not yet come, in Europe in particular, to introduce the policy of freedom in the commercial sense of the word which the members of the Committee had in mind. This policy would first encounter certain difficulties due to competition between railways and motor transport, which had considerable influence on the commercial policy of the various Governments. There was, then, the special position of certain countries like Italy, whose legislation on road transport was in the melting-pot.

Finally, there was the economic crisis, particularly in Europe, which meant that, each time it was suggested that foreign vehicles should be allowed to cross the frontiers, the Governments raised objections.

M. Mellini expressed the hope that an investigation of the problem by the Communications and Transit Organisation would lead to the discovery of means of overcoming those difficulties, and that that Organisation would later be in a position to submit to a new Conference provisions in regard to which agreement could easily be reached.

M. ROTHMUND (Switzerland) pointed out that, from the beginning, the Swiss delegation had been doubtful whether it would be possible to draw up a convention. They did not regret having withdrawn their proposal, for, if the Committee's discussions on commercial motor transport had not led to the drawing up of a text, they had not been without results. They had shown the difficulties. Certain points of view had been explained, and there had been no suggestion that it would always be impossible to find a general solution for the problem of the freedom of commercial motor transport. On the contrary, it had been apparent that that solution could only be found when the various countries represented at the Conference had settled certain internal questions in regard to transport, the chief of which was competition between road and rail. Meanwhile, as the Swiss delegation had already said, bilateral agreements could be concluded on a much more liberal basis than could be adopted for an international convention, for which, moreover, such agreements would prepare the way.

M. Rothmund then stated that the Swiss delegation supported M. de Ruelle's proposal.

M. ROUBÍK (Czechoslovakia) traced a parallel between the work of the Committee and that of the International Committee on Air Navigation in regard to flying over the territory of another country. In both cases, the delegates of the various States had shown the greatest goodwill. In the latter case, they had had more freedom than the members of the present Committee. Nevertheless, they had failed for the same reason—that was to say, for want of a common conception. The Czechoslovak delegation considered that the Belgian resolution was the only formula which met the position, and they supported it.

Mr. FRANKLIN (Great Britain) said that the British Government, which was very interested in the freedom of communication and transit, would certainly be disappointed to hear that no convention had been drawn up in regard to commercial motor transport. It was better, however, to draw up no convention than a restricted convention followed by a train of reservations which might hamper the development of commercial motor transport. In those circumstances, the British delegation associated themselves with the Belgian resolution.

M. FORSTNER (International Federation of Transport Workers) stated that the transport workers would learn with great disappointment of the failure of the attempt to draw up a convention on commercial motor transport, the provisions of which must so greatly affect their livelihood. They had been in favour of the main lines of the draft, and would have been glad to see it adopted. They could now only express the hope that the question would evolve in such a way as to make an international settlement possible in the near future, and that the States would refrain from taking measures which would make the problem more difficult to solve.

M. PFLUG (Germany) supported the Belgian resolution and hoped that it would shortly be possible to find a solution favourable to the development of commercial motor transport.

M. WALCKENAER (France) stated that the French delegation supported the Belgian proposal and observed that it did not involve any postponement of the enquiries already started or any interruption in the development of the international system applicable to commercial motor transport. On the contrary, the draft resolution recommended that enquiries and bilateral action should be continued on parallel lines by the Communications and Transit Organisation and the various States.

M. SILVELA (Spain) stated that the Spanish delegation also supported the Belgian draft resolution.

M. SOUBBOTICH (Yugoslavia) saw in the draft resolution not only an admission of failure but a decision to discontinue the Conference's diplomatic work for a time. The best method of solving the problem would appear to be alternately to ask conferences and preparatory committees to study it. There would then be several stages, the first of which had just been completed. There was no reason to be pessimistic, and the Yugoslav delegation welcomed M. de Ruelle's resolution.

M. MINCHEJMER (Poland) stated that the Polish delegation regretted that the Committee had been unable to draw up a convention. He supported the Belgian resolution.

The draft resolution proposed by the Belgian delegation was adopted unanimously and referred to the Drafting Committee.

Close of the Session.

The CHAIRMAN declared the session closed.

ANNEXES

TO THE MINUTES OF THE COMMITTEE ON COMMERCIAL MOTOR TRANSPORT.

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ANNEX 1.

[Conf. C.R./T.C./3.]

PROPOSAL BY THE ITALIAN DELEGATION.

The Italian Government considers that a system of international commercial motor transport might be set up for the conveyance of passengers for payment. On the other hand, there are many difficulties in the way of regulating the motor transport of goods in several States on account of the competition of this form of transport with the railways and the impossibility of knowing beforehand what would be the practical results of this competition. Such agreements can at present be included in bilateral conventions, where it is easier to provide for the situations which may result, and, as the duration of such conventions is usually fixed for a short period, it is possible not to renew them should they give rise to insuperable difficulties in operation. The position is different in the case of collective conventions of long duration. For these reasons, His Majesty's Government thinks that it would be wise to restrict the first international effort in this domain to the conveyance of passengers, and hence, in order to facilitate the work of the Conference, it has deemed it necessary to submit a draft, which includes regulations for the conveyance of baggage. For this purpose, the system laid down by the Berne Convention (1924) on the transport of passengers and baggage has been followed, since it was thought it would be useful to keep to a uniform system which has already been put into practice, and certain aspects of which have already been provided for in the above-mentioned Convention.

DRAFT CONVENTION ON THE INTERNATIONAL PUBLIC SERVICES FOR THE CONVEYANCE
OF PASSENGERS.

(List of Heads of States)

desiring to facilitate the international development of the public services for the conveyance of passengers, have appointed as their Plenipotentiaries :

(List of Plenipotentiaries)

who, having produced their full powers found in good and due form, have agreed upon the following provisions.

Article 1.

Motor vehicles used by public services for the conveyance of passengers are vehicles intended permanently or temporarily for the conveyance of passengers and their luggage for payment.

Article 2.

Each of the High Contracting Parties undertakes to accord freedom to travel in its territory to motor vehicles as defined under Article 1, and registered in the territory of one of the other High Contracting Parties, for the operation of all public services for the conveyance of passengers and their luggage, provided that they neither take up nor put down passengers in its territory. Freedom to travel shall also be accorded in all other cases of the public conveyance of passengers, for which the legislation of the country does not require a regular authorisation or concession.

Article 3.

In the case of a public service for the conveyance of passengers using the territory of one or more countries which it is only allowed to enter with an authorisation or concession, each of the High Contracting Parties shall be free to grant or refuse this authorisation or concession. Each of the High Contracting Parties undertakes, however, not to discriminate between undertakings on the ground that the vehicles are registered in its own territory or in that of any other High Contracting Party.

Article 4.

Each of the High Contracting Parties may render the operation of regular motor transport routes for passengers, whether these are taken up or set down within its territory, subject to the conditions of authorisation or concession laid down in its laws. Motor transport shall be deemed to be effected by regular routes if it is open to the public and is carried on between fixed points under the terms of a published tariff of charges and in accordance with a time-table or at dates announced in advance. Each of the High Contracting Parties undertakes not to discriminate between undertakings on the ground that the vehicles are registered in its own territory or in that of any other High Contracting Party.

If the concession is granted, a new inspection of the vehicles shall not be demanded in the case of vehicles for which a regular motor licence has already been delivered in the other country, or a new examination of drivers who have already been given a driver's licence in the other country.

The right shall be reserved of making the granting of the concession dependent on a minimum age-limit for the driver and the production of a certificate drawn up in accordance with the laws of the country concerned, testifying the driver's experience in driving vehicles used on the regular public conveyance routes. Further, each High Contracting Party may forbid vehicles which do not comply with the conditions of the national legislation to use the mountain roads.

Article 5.

In the case of the concession to a foreign company of regular motor transport routes for passengers, and of the operation of these routes by vehicles registered in the territory of another High Contracting Party, duties shall not be levied higher than those imposed in similar circumstances on national companies and vehicles registered in the party's own territory.

Article 6.

In the operation of regular motor transport routes for passengers, the transport of luggage may also be effected by lorries. The latter shall run on the same routes and follow the motor vehicles used for the transport of passengers. Each of the High Contracting Parties may forbid the transport of luggage unaccompanied by its owner.

Article 7.

Each of the High Contracting Parties may require the concessionaire of a public service using its territory to deposit surety, to contract an insurance covering third-party risks and to have a legal domicile in its territory. Insurance policies should contain a declaration that they also cover risks in the foreign territory.

Article 8.

The High Contracting Parties shall agree to levy no vehicle taxes or charges, nor Customs duties, for a temporary stay not exceeding ninety days in the year in their respective territories, in the case of vehicles used for the public transport of passengers and registered in the other country where the owner is domiciled or established. The charges or taxes shall be levied for the rest of the year at the rate of one-twelfth of the annual charge for each month the vehicle has remained in the other country.

Article 9.

The present Convention does not lay down the technical conditions with which motor vehicles or their drivers must comply before permission is granted to travel in the territory of the High Contracting Parties, as these conditions are determined in the manner provided in the international conventions in force.

Article 10.

The present Convention shall not apply to the conveyance of passengers and their luggage from one point in the territory of one of the High Contracting Parties to another point in the same territory.

Article 11.

The provisions of the present Convention may be abrogated in exceptional circumstances, and for as short a period as possible, by any particular or general measures which any of the High Contracting Parties may be obliged to take in the event of serious occurrences affecting the safety or vital interests of the country, on the understanding that the principles of the present Convention must be observed as far as possible.

Article 12.

None of the High Contracting Parties shall be bound by this Convention to allow the transit of passengers whose admission into its territories is forbidden, either on grounds of public health or security.

As regards traffic other than traffic in transit, none of the High Contracting Parties shall be bound by this Convention to allow the transport of passengers whose admission to its territory is prohibited.

Each High Contracting Party shall be entitled to take any necessary precautions to satisfy itself that the passengers and their luggage are actually in transit.

Each High Contracting Party shall be entitled to take general police measures, including police measures in connection with emigration traffic.

Article 13.

The present Convention does not prescribe the rights and duties of belligerents and neutrals in time of war. The Convention shall, however, continue in force in time of war so far as such rights and duties permit.

Article 14.

The present Convention does not entail in any way the withdrawal of facilities which are greater than those provided for in the Convention and which have been granted in the public motor passenger traffic under conditions consistent with those principles. This Convention also entails no prohibition of such granting of greater facilities in future.

Articles 15, 16, 17, 18, 19, 20, 21.

(Without change.)

ANNEX 2.

[Conf.C.R./T.C./1.]

OBSERVATIONS AND AMENDMENTS OF THE GERMAN GOVERNMENT.

I. The enormous increase in the number of motor-cars in all countries (in Germany, especially, since the stabilisation of the currency), and the further development which will be brought about by an improvement in the world economic position and technical progress in this form of transport, together with the large volume of traffic in passengers and goods already passing from one country to another, all point to the necessity of facilitating this growing international motor traffic by granting it the greatest possible freedom. The principle of freedom of movement, laid down in Article 2 of the Convention, in respect of the passenger and goods traffic mentioned in Article 1, is obviously based on the above considerations. This principle is, however, restricted by Article 3 to such an extent that the value of the Convention is greatly decreased.

Germany considers that this exceptional provision is not only necessary but should even be extended. The most urgent transport problem in all countries is to regulate the competition between the motor-car and the railway. This question has been dealt with at all international railway and motor-car congresses in recent years. A solution acceptable to all countries has not been found. It was, however, agreed that, although the problem is an international one, it can only be solved on a national basis in accordance with the special conditions in different countries.

One of the ways in which the mutual competition of the two means of transport could be placed on an economically sound basis would be to grant State concessions for commercial passenger and goods motor traffic without making any distinction between regular and occasional transports.

Without wishing to decide whether or not to adopt this method, Germany considers it of the highest importance that the possibility of introducing such an extensive system of compulsory concessions should not be precluded by an international settlement of commercial motor traffic on some other basis. This is not the case in respect of the passenger traffic mentioned in Article 3, paragraph 1, if "public services" are understood to mean, not only motor traffic undertakings operated by public bodies, but traffic services which, by their rules, can be used by everybody.

On the other hand, the provisions in paragraph 2 regarding the transport of goods are too narrow. They include only regular routes between fixed points under the terms of a published tariff of charges and in accordance with a time-table. If this definition is to be of practical importance, it must be considerably extended. Even the present German law on the grant of concessions for commercial motor goods traffic, which requires neither regularity nor a time-table and tariff of charges, but only "a certain regularity and frequency", is too narrow, as there are still only few authorised goods routes in Germany. The commercial motor transport of goods is in most cases not regular, like rail traffic, but takes place only in case of need.

II. On the basis of the above considerations, the following remarks may be made on individual points :

Ad Article 1.—The above remarks under I are based on the assumption that the Convention refers only to : (a) the conveyance of passengers for payment; (b) the transport of goods whether against payment—i.e., for account of other persons—or for account of the owner of the vehicle.

Ad Article 3.—In view of the above remarks under I, the following wording is proposed :

“ Each of the High Contracting Parties may render the operation of all commercial passenger and goods transport subject to the conditions laid down in its laws in cases where such undertakings are only permitted under special conditions in accordance with the said laws. Each of the High Contracting Parties undertakes, however, not to discriminate between undertakings on the ground that the vehicles are registered in its own territory or in that of any other High Contracting Party.”

Ad Article 4.—In order to grant facilities to commercial motor vehicles crossing the frontier, it is proposed to provide that the owner of the motor vehicle shall have the choice of the surety to be given, and the Customs authorities shall only have to decide whether it is sufficient.

Ad Article 5.—The minimum length of stay of twenty-four hours per 50 kilometres would appear to be excessive. As even heavy motor lorries travel much greater distances per day, it would be advisable to increase the distance to 100 to 150 kilometres. On the other hand, it would appear to be reasonable to increase the time in all cases where the motor vehicle has been delayed by traffic interruptions for which it is not itself responsible. The expression “unavoidable” (*force majeure*) used in Article 5, sentence 3, would not under German law cover the case of such interruptions.

Ad Article 6.—As the offences in question are relatively unimportant, it is proposed that the only penalties should be fines, and that the contracting parties should provide accordingly in their respective legislation.

Ad Articles 8 and 11 to 21.—These articles correspond with slight differences to the Convention and Statute on Freedom of Transit, concluded at Barcelona on April 20th, 1921, to which Germany acceded by a letter of March 18th, 1924, addressed to the Secretariat of the League of Nations. It may appear doubtful whether transit traffic on roads can be suitably settled by an international arrangement. The most important transit traffic for Germany is regulated by the Convention signed in Paris on April 21st, 1921, between Germany, Poland and the Free City of Danzig, regarding freedom of transit between East Prussia and the rest of Germany. This Convention, however, only applies to certain roads, whereas the Convention under discussion would include all roads. Although the regulation of the transit traffic would not at present appear to be an urgent matter, in the interest of the development of motor traffic as a whole no objections should be raised in principle against the proposed provisions.

Ad Article 10.—In order to obviate any doubt as to the meaning, it is recommended that the words “without passing through foreign territory” should be inserted.

New Article:

“ None of the High Contracting Parties shall claim more rights from another party than it grants to that party on the basis of a most-favoured-nation clause which it enjoys in respect of the treatment of commercial motor traffic.”

Lastly, it may be mentioned that the value of the Convention for Germany depends to a great extent on the accession of the principal European countries, especially adjacent countries. Germany would, therefore, be glad if it could be stated, either in the Convention itself or in the Final Protocol, that her accession will only be effective on the above-mentioned condition or if a general clause to this effect is inserted.

ANNEX 3.

[Conf. C.R./T.C./2.]

AMENDMENTS PROPOSED BY THE HUNGARIAN DELEGATION.

Ad Article 2.—The first sentence of this article, which aims at ensuring freedom of circulation for commercial motor vehicles, is unsatisfactory, because it is also necessary to specify the document required to prove that the commercial motor vehicle is already registered in the territory of one of the other contracting parties.

A road traffic permit issued in the country of registration but made out with the use of unknown signs or in an unknown language and the authenticity of which cannot be verified by the agents of the authority should not be accepted. Only the international certificate for motor vehicles issued in accordance with the International Convention of 1926 on Motor Traffic should be recognised. Similarly, the driver of the vehicle must be provided with the international driving licence issued in accordance with the above-mentioned Convention.

This article should also specify that only those motor vehicles which, as regards total weight, width and tyres, fulfil the conditions laid down in the traffic regulations of the country concerned may circulate in its territory. For this reason, we propose the following text in place of the present wording of the first sentence of this article :

“ Each of the High Contracting Parties shall grant freedom of circulation in and across its territory to any commercial motor vehicle which fulfils the conditions laid down in the International Convention on Motor Traffic signed at Paris on April 24th, 1926, and authorising the international circulation of motor vehicles on condition that such vehicle bears the distinctive signs fixed in that Convention and that it is provided with the international certificate and its driver with the international driving licence stipulated.

“ Moreover, the commercial motor vehicle must, as regards weight, width and tyres, comply with the road regulations of the country in the territory of which it is travelling. Each High Contracting Party shall place these regulations at the disposal of all the others for the information of the persons concerned.”

The free choice of the route employed is also included in the question of freedom of circulation. In this respect the full freedom of circulation provided for in the second part of Article 2 cannot be maintained, because the circulation of motor vehicles, or of certain of them, is restricted on certain routes by the traffic regulations of each country, and, as regards joint public transport services, this freedom is invalidated by the public concession provided for in Article 3 of the Convention.

As regards the free choice of the route for transport in transit, the following observations are necessary : transport in transit by a motor vehicle is a very different thing from transport in transit by rail and water. The means of transport by water are supplied by nature. Their use by foreign vessels does not cause any prejudice to the riparian States and does not constitute any new competition either with the national railways or with shipping. Transport in transit by rail, on the other hand, is subject to the tariffs drawn up by the respective States, brings in revenue to the railway, and for this reason is definitely desirable for the national economy of the country.

It is obvious that the importance of motor transport is increasing. But, as it is not confined to a track, its competition is often prejudicial to the railways and to shipping. This is all the more serious, inasmuch as the cost of making and keeping in repair the roads used by motor transport is borne by the community, and the contribution of the motor vehicle is not proportionate to the damage it causes to the roads. Hence, one of the most urgent problems in every country is how to place motor transport on the same footing as communications in general, and how to make it pay its fair share of the cost of upkeep of the roads. If it is decided to extend the provisions of the Barcelona Convention relating to the freedom of traffic to motor transport, this can only be done by allowing States the right to specify what routes shall be used by that transport. In other words, a State must not be required to grant freedom of transit to motor vehicles on routes where this would cause unfair competition to other transport services. It must be possible for Governments to determine the route on which the proposed motor transport service across their territory will not cause unfair competition to the public transport services already in existence and which route can be efficiently supervised from the point of view of Customs and public order.

For all these reasons we propose that the second sentence of Article 2 should be deleted and replaced by the following text :

“ The High Contracting Parties reserve the right to restrict transit to the routes specified by them.”

Ad Article 3.—In accordance with Article 3, the High Contracting Parties may not regulate the operation of a foreign motor transport service within their territory except where such service is regarded as a public passenger or goods service effected by regular routes. We propose, on the other hand, that all transport services, whether regular or occasional, within or across the territory of another country, should be subject to the conditions of concession laid down in that country's regulations and that, where the concession is granted, the conditions stipulated in the regulations for national undertakings should be applied and the establishment of undertakings which would cause unnecessary competition to undertakings already in existence should be prohibited. If this is not done, the abnormal situation might arise of a foreign undertaking enjoying greater freedom of action than it is accorded in its own country.

We therefore propose to replace the present text of Article 3 of the draft by the following text :

“ Each High Contracting Party may render the operation of all commercial transport, within or across its territory effected by commercial motor vehicles registered in the territory of another High Contracting Party, subject to the same authorisation or concession, restrictions or prohibitions laid down in its regulations for national undertakings. Nevertheless, the High Contracting Parties undertake not to discriminate between undertakings on the ground that the vehicles are registered in their own territory or in that of any other High Contracting Party.”

Ad Article 4.—The text of the second sentence of this article does not exclude the following interpretation—namely, that on the basis of a triptych, a *passavant* or any other document, the contracting parties will have to grant temporary Customs exemption to all commercial motor vehicles.

In order to avoid any misunderstanding, we propose the following text in substitution for the second sentence in question :

“ These vehicles shall be granted temporary Customs exemption if they furnish a surety for the relevant Customs dues and public charges, according to the Customs regulations of the country concerned.”

Ad Article 5.—As the concession relating to the operation of the undertaking may also regulate in certain cases the authorised length of stay of the foreign motor vehicle in the territory of a country, we propose to insert in the first sentence, after the word “ stay ”, the following words :

“ In so far as this is not regulated by the concession obtained in accordance with Article 3.”

Ad Article 6. — The person referred to in the regulations of the country within whose territory the act has been committed will be liable to the penalties mentioned in this article. No other rule can be allowed. We accordingly propose the following text to replace the present text of Article 6 :

“ The person who, during the stay of the motor vehicle, is responsible for the period stipulated in the concession obtained in virtue of Article 3 or the period mentioned in Article 5 being exceeded, or who is responsible for transport within the territory in question of a kind prohibited under Articles 2, 3 and 10, shall be liable to the penalties provided by the regulations of the said country.”

Ad Article 8.—With regard to the freedom of transit provided for under this article, reference should be made to the right of each of the contracting parties to specify the route which may be used for transit. We therefore propose to insert in the first sentence after the word “ vehicles ” the words :

“ subject to their right to determine the route to be employed as laid down in Article 2.”

Ad Article 9.—In virtue of our observations in regard to the first sentence of Article 2, we propose that this article should be omitted.

Ad Article 12.—We propose that the reservation mentioned in the first paragraph should be extended to articles which constitute a monopoly and to articles and objects required to be conveyed by the post. The following words might accordingly be inserted after the words “ animals or plants ” and lower down after the words “ by its national laws ” in the first paragraph :

“ and also the transport of articles constituting a monopoly and objects required to be conveyed by post.”

ANNEX 4.

[Conf.C.R./T.C./5.]

AMENDMENTS PROPOSED BY THE BELGIAN DELEGATION.

Ad Article 4.—Draft the second part of this article as follows :

“ These vehicles shall be admitted with temporary exemption from import dues, subject to furnishing adequate surety and in virtue of a triptych or any other Customs document, according to the regulations of the country visited.”

Ad Article 5.—Frame the last sentence of this article as follows :

“ It shall, if necessary, be extended by the competent authority, when the request of the party concerned is justified, to the satisfaction of that authority, by circumstances recognised as unavoidable.”

Ad Article 6.—Draft this article as follows :

“ The driver of any vehicle who has remained in the territory in question for longer—save in the case of regular extension—than the period provided for under Article 5, or who has undertaken within the country transport of a kind prohibited in virtue of the provisions of either Article 3 or Article 10, shall be liable to the penalties provided by the law of the country visited.”

Ad Article 8.—Draft the last sentence of this article as follows :

“ In applying these dues, no distinction shall be made which is based on the nationality of persons, etc.” (continue as in the text in the original draft.)¹

Ad Article 9.—Add at the end of this article the words :

“ or, failing such Conventions, by the laws of the country visited.”

¹ English text unchanged.

ANNEX 5.

[Conf. C.R./T.C./6.]

REPORT BY THE SUB-COMMITTEE FOR THE STUDY OF THE CUSTOMS REGIME PROVIDED FOR IN ARTICLE 4.

The Sub-Committee consisting of : M. CRISPIELS, M. HÄUSERMANN, M. HEIN, M. LAFARGUE, M. MEIJERS, M. MELLINI and M. WOHL, which was appointed by the Committee on Commercial Transport to examine the Customs regime to be provided for under Article 4 in respect of commercial vehicles intended for the transport of passengers, met on March 18th, 1931, at 3 p.m.

It unanimously proposed to replace the last sentence of Article 4 by the following :

“ These vehicles shall benefit by the system of temporary exemption from entrance duties and taxes subject to furnishing adequate surety under cover of a triptych or other document according to the regulations of the country visited.

“ The condition of furnishing adequate surety does not involve the obligation of making in all cases a cash deposit; this condition shall also be regarded as fulfilled by means of a personal surety satisfying the Customs.”

To avoid any misunderstanding, the Sub-Committee also unanimously expressed the opinion that the expression “ *entrance duties and taxes* ” did not apply to the statistical duties imposed in certain countries, which indeed were trifling.

* * *

Lastly, the Sub-Committee noted that the Customs regulations of certain countries do not yet provide for the use of the triptych for the vehicles in question. Hence, their delegates do not regard themselves as authorised to agree that the persons concerned should be entitled to claim the right to use this document.

In view of this circumstance, the Sub-Committee unanimously proposed that an additional Protocol to the Convention should express a recommendation in favour of the general acceptance of triptychs for commercial vehicles engaged in the transport of passengers.

It may not be superfluous to draw the Committee's attention to the fact that compliance with this recommendation by the countries mentioned above would have the result of giving the person concerned the choice between triptychs and documents delivered by the Customs.

ANNEX 6.

[Conf. C.R./T.C./4.]

OBSERVATIONS BY THE AUSTRIAN DELEGATION.

(1) The geographical position of Austria and the quite exceptional conditions of that country do not permit of its accepting the draft Convention on International Commercial Motor Transport, in the present form, framed by the League of Nations Committee for Communications and Transit.

(2) Austria proposes, accordingly, that the Convention should be divided into two : *passenger* transport and *goods* transport.

(3) Should this proposal be accepted, Austria would be prepared, in principle, to *accept* the Convention on International Commercial Motor Transport for *passengers*, provided that the other neighbouring States also agree to it.

(4) Austria has received the German proposals concerning amendments to the Convention. She is in agreement with those proposals so far as they refer to passenger transport, except as regards the proposal concerning Article 10.

(5) The following *specific proposals* are submitted :

Article 2 should apply only to motor vehicles employed for the transport of passengers.

Article 3, paragraph 1, should be drafted in conformity with the text of the German proposal and limited to the transport of passengers. Paragraph 2 should be deleted.

Article 4 should be kept, but limited—in conformity with Article 2—to the transport of passengers.

Ad *Article 5*.—The length of stay in the territory of a State would have to be shortened for goods transport; but, in the case of vehicles employed in the transport of persons, there is no objection to the longer period provided for in this article.

Ad *Article 7*.—It is not impossible that, in Austria, a charge on tickets (passenger) may have to be instituted for motor-bus lines (in order to finance a loan for the building of modern public highways); in that case, the charge would also be levied on foreign transports. It would be necessary, accordingly, to supplement this article by providing for a charge assessed, not only in relation to the length of stay, but also in relation to the distance to be traversed.

Ad *Article 10*.—Germany proposes to clear up the following point : It is understood that the provisions of this article do not apply to transport between two points in the same country, without crossing the frontier. Internal transport will thus be explicitly excluded from the application of the present Convention. According to the text of the draft, however, the Convention may not be applied in cases in which the foreign transport is simply from one point in the territory of a State to another point in the same country.

If the German amendment were accepted, it would mean that, by thus restricting the exception, the general proposal laid down in Article 2 could not be applied to such cases. Such a situation would be detrimental to Austrian interests, and Austria is accordingly unable to agree to the addition proposed by Germany. Austria proposes, on the other hand, a specific explanation of the text of Article 10 to the effect that the Convention shall not apply—as laid down in Article 10—if the foreign country is only touched in transit, but that the provision shall be supplemented by the following clause—in that case the shortest route must be used. Without this addition, the exceptions embodied in Article 10 might easily be evaded.

Ad Article 20.—It is impossible to judge at present of the development of transit, as governed by the present Convention, and Austria proposes that it should be possible to denounce the Convention after one year. Denunciation would take effect within six months of notification.

ANNEX 7.

[Conf. C.R./T.C./7.]

AMENDMENT TO ARTICLE 3 PROPOSED BY THE FRENCH DELEGATION.

Article 3, paragraph 1, to read as follows :

“ Each of the High Contracting Parties may render the operation of public passenger transport services carried on by commercial motor vehicles taking up or setting down passengers in its territory subject to the conditions of authorisation or concession laid down in its laws. For the purposes of the present Convention, public services shall be understood to mean transport services available to the public over a fixed route. Each of the High Contracting Parties undertakes not to discriminate between undertakings as regards the application of the regulations above referred to on the ground that the vehicles used are registered in its own territory or in that of any other High Contracting Party.”

ANNEX 8.

[Conf.C.R./T.C./10.]

REPORT BY THE FISCAL SUB-COMMITTEE ON ARTICLE 7.

Taking as basis the principles adopted by the Committee on Commercial Transport, the Sub-Committee met at 10.30 a.m. on March 20th, 1931, to draft the text of Article 7 of the draft Convention on Commercial Motor Transport.

The Sub-Committee consisted of M. BLANC, M. FRANKLIN, M. RASINSKI, M. RESINES, M. DE RUELLE, M. SINNINGHE DAMSTÉ, M. WAHL.

In the first place, it was agreed that only commercial motor transport vehicles, including, among others, the vehicles of public conveyance services, should benefit by the special system of taxation provided for in Article 7, and not the vehicles subject to the provisions of the Convention on the taxation of Foreign Motor Vehicles.

Agreement was then reached on the following point : Article 7 does not provide for a special tax, but simply lays down in the domain of taxation the principle of equality of treatment between nationals and foreigners provided for in the Convention. The tax which may be levied by the contracting parties is therefore intended to replace the traffic or detention charge or any other taxes which they may impose on vehicles registered in their own territory; it being understood that, for example, taxes imposed on the profits derived from the operation of these vehicles are not covered by Article 7.

Considering that the motor vehicles subject to the provisions of Article 7 are taxed in their country of registration without enjoying any exemption from taxation in the territory of the other contracting parties, it was thought equitable that the taxes the levying of which is authorised by Article 7 should be calculated by short periods (one day) and not as the fiscal legislations of some of the contracting parties enact, by month, by quarter or by year.

The Sub-Committee further considered that the taxes should be levied according to a simple and rapid method.

It has the honour to propose the following text to replace Article 7 in the draft Convention on Commercial Motor Transport.

“ In cases where the High Contracting Parties make a charge on commercial motor vehicles registered in their territory, they may also levy the same charge on commercial motor vehicles plying in their territory and registered in the territory of one of the other High Contracting Parties.

“ The charges thus leviable, which must be calculated per indivisible period of one day (from midnight to midnight), shall be equivalent in amount to those levied on commercial motor vehicles registered in the territory of the High Contracting Party.

“ Replacement charges must be calculated and levied according to a simple and rapid method.”

2. MINUTES OF THE COMMITTEE ON ROAD SIGNALLING.

FIRST MEETING

Held on March 16th, 1931, at 4.30 p.m.

Chairman: M. STEVENARD (Chairman of the Permanent Committee on Road Traffic).

I. Draft Convention concerning the Unification of Road Signals.¹

GENERAL DISCUSSION.

The CHAIRMAN asked if the members of the Committee had any general observations to make on the draft Convention or its Annex.

M. EGNELL (Sweden) (International Association of Recognised Automobile Clubs) pointed out that road signalling had developed differently in each country owing to differences in local conditions. The most practical procedure, therefore, would be to fix the general principles on which it should be based, and as far as possible, to leave the various countries free to settle the details in accordance with their requirements.

A system of road signalling should protect the motorist against danger and prevent him from infringing the traffic regulations. Motorists were familiar with the triangle as a danger sign and the circle as an informative sign. It would be advisable, therefore, to adopt these shapes, together with a very simple code of symbols.

The Swedish delegation did not consider it necessary to fix the colour of danger signs, because different colours were best suited to different countries. It would be sufficient to suggest that circular signs prohibiting passage should be red combined with another colour, and informative signs blue.

The signs in each country should be uniform in shape and colour, and, in the interests of safety, advertisements of the same shape and colour as the road signs should be prohibited. If the proposed measure had the effect of diminishing the number of advertisements, this would only be an advantage.

M. PERSYN (Belgium) thought the question of colour was most important. In order to achieve uniformity, Belgium was prepared to alter the signs at present in use and to adopt as a danger sign a red triangle with a white ground and black lettering or symbols. This type of sign stood out well from its surroundings.

He suggested that the post bearing the sign should be painted in alternate white and red stripes.

M. MELLINI (Italy) said that the unification of road signals—not only in Europe but throughout the world—was of the utmost importance to the development of road traffic.

The Italian Government had set up, during the past few years, at considerable trouble and expense, signs which were in conformity with those laid down in the draft Convention and to which motor-drivers had now become accustomed. They were very conspicuous and facilitated traffic. The Italian delegation would therefore be compelled to adopt an uncompromising attitude, and proposed that the signs suggested in the annex should be adopted as they stood.

Colour was very important, because it was the most conspicuous feature of the sign.

M. SCHÖNFELD (Netherlands) pointed out that most of the new proposals were not contrary to the 1926 International Convention on Motor Traffic, but were additions to it. The question of colour had proved more important than had at first been realised. M. Mellini's difficulties would perhaps be overcome if the Committee recommended, for example, that, wherever possible, a triangle with a white ground, a red border and black lettering or symbols should be used as a danger sign.

Mr. TOLERTON (Great Britain) stated that the British Government was in sympathy with the conception of the unification of traffic signals and had already adopted the signs contained in the 1926 Convention. The "right of way" is not applicable in Great Britain.

The British Government would bear in mind the possibility of adapting for use in Great Britain any signs on which the Conference agreed. It did not, however, see its way at present to extend its international obligations as regards road signals to signs other than the danger signs in the Annex to the 1926 Convention. The British authorities were compelled to use many devices, such as light signals and signs painted on the road, in dealing with traffic conditions which were peculiar to Great Britain.

¹ See document Conf. C.R./1, page 5.

M. GHKA (Roumania) suggested that the Committee should first discuss the principles on which the Annex to the Convention was based—namely, classes of signs, their shape, colour and protection.

M. FORSTNER (International Transport Workers' Federation) said that the International Transport Workers' Federation and the International Federation of Christian Factory and Transport Workers' Unions had examined the draft Convention and agreed with most of the proposals contained therein. They suggested, however, that it should contain regulations concerning uniform signals to be given by officials controlling the traffic. They also wondered whether, instead of concluding a new Convention, it would not be better to add new provisions to the 1926 Convention (see Annex I, page 109).

M. PFLUG (Germany) drew attention to the observations of the German Government (see Annex 2, page III), particularly those relating to shape and colour. He explained that these observations were based on the experience of the police authorities and on recent psycho-technical experiments. The German Government thought it essential to deal with this question scientifically. Some hundreds of persons, including policemen, motorists, workers, and girls from one of the upper classes of a high school, had been tested. The results, which were surprising from some aspects, showed that it was impossible to judge a sign from a first impression, and that the matter was more difficult than had been supposed. Germany would be unwilling to abandon its present system unless it were convinced of the superiority of another system.

In M. Pflug's opinion, one of the best studies of the question was to be found in an American pamphlet, the report of the International Conference on Street and Highway Safety, Washington, September 1930. He did not suggest that the American signs should be adopted, but drew the Committee's attention to this interesting pamphlet.

In reply to an observation of M. Pflug, the CHAIRMAN said that experience had shown that all countries had a natural tendency to consider their own system to be the best, but it was necessary for everybody to make concessions in order to arrive at an international agreement.

M. PFLUG (Germany) replied that Germany was prepared to change its system, but could not accept details which did not answer to its special conditions.

The SECRETARY-GENERAL OF THE CONFERENCE said that, while he did not wish in any way to diminish the importance of the psychotechnical experiments to which the German delegate had referred, practice did not always conform to the results of such experiments. Great importance should be attached to the views of the tourist organisations, which had been considering the question for years, and of organisations such as the *Union des villes et pouvoirs locaux*, which had experimented with signalling systems. The *Association des fédérations de standardisation* had also made a scientific study of the question. Consideration of the views of such organisations showed that it would be difficult to lay down absolute rules for all road signs. The 1926 Convention left entire liberty in the choice of colour for danger signals, not necessarily because those who framed it thought colour unimportant, but possibly because they found it difficult to lay down a rigid rule. In practice, however, it had been found that a black sign on a white ground or a white sign on a black or dark blue ground was effective.

As to the desirability of adding a border to the sign, in regard to which the Netherlands delegation had made proposals (see Annex 3, page 114), undoubtedly a sign with a border was more conspicuous.

It could not be said that only the shape of the sign was important. There were three important characteristics—a distinct sign, the shape and the colour. The Committee might perhaps wish to consider whether it was preferable, instead of prescribing an absolute rule in all cases, to contemplate two or three alternatives. The signs adopted in the 1926 Convention should be taken as a starting-point, and the new proposals regarded as an extension of that Convention.

The German memorandum suggested that, in view of the differences in climatic conditions, the visibility of colours varied in different countries, and, in countries where there was a good deal of snow, hollow signs would probably be more satisfactory. The Committee might discuss whether there was any means of providing for such special cases, while keeping within a limited framework. It was most important, above all, to see that the same sign did not have a different meaning in different countries, and that, so far as possible, uniform signs were used.

With reference to the statement in the memorandum that, in the German system, all traffic police signs were white with black lettering and a red border, the question might arise whether such uniformity of colouring was not tiring and therefore not particularly effective. It would seem preferable to use different colours for different classes of signs.

Generally speaking, signs should be limited to a minimum, and it did not follow that every country was obliged to employ all the signs in the international system. The right-of-way sign, for example, was not necessarily applicable in all countries.

M. ROTHMUND (Switzerland) felt sure, that, on the basis suggested by the Roumanian delegation, agreement could soon be reached on the principles of road signalling. Many differences in regard to detail would be removed during the main discussion.

He pointed out to the German delegation that a great many road signs would disappear as soon as absolute uniformity was achieved. The important point was to make sure that the signs were conspicuous and could be understood by all persons holding driving licences.

The Swiss Government accepted the main outline of the draft Convention, but M. Rothmund reserved his opinion in regard to the details.

M. WALCKENAER (France) said that the suggestion in the German memorandum that a small number of colours should be used for signs set up by public authorities so that these combinations of colours might be prohibited for commercial advertisements was very interesting. The Prefecture of the Paris police had recently been considering this problem of the means of making a distinction between signs set up by public authorities and commercial advertisements, but had come to somewhat different results. With this end in view, the Paris police authorities were contemplating the adoption of triangular signs for all indications of an official nature. In support of this proposal, the Director-General of the Paris police pointed out that advertisers at present made relatively little use of the triangle, and there would be no difficulty in prohibiting them from using it.

The triangle was reserved for danger signs in the 1926 Convention because it was considered to be the most conspicuous, and it was used when there was danger to the motorist. Signs at places at which the motorist must exercise particular care not to cause accidents to third persons could also be classified as danger signs, and this suggestion might facilitate the adoption of the triangle for the majority of the signs exhibited by public authorities.

M. SILVELA (Spain) suggested that the words "*signalisation routière*" should be replaced in the title of the Convention by "*signalisation de la voie publique*". This would cover cases in which there was danger to persons other than motorists. He added that the same regulations should be adopted for town and for country districts.

The Spanish Government had gone to considerable expense in introducing a new system of road signalling and would be very sorry to have to change it. Consequently, he suggested that the transitional period of five years should be regarded as a minimum.

He considered that it would be advisable to prohibit advertisers from using the colours adopted for danger signs.

The CHAIRMAN said that M. Silvela's proposal to alter the title of the Convention would be examined by the Drafting Committee.

M. PFLUG (Germany) said, in reply to a remark made by the Secretary-General of the Conference that he had not suggested that the colours used in Germany should be adopted universally, but only stated that they gave excellent results in Germany. The situation might be different in another country, and he proposed that countries should be left free to choose the colours they found most satisfactory.

The CHAIRMAN declared the general discussion closed.

M. Ghika's proposal was adopted, and the Committee proceeded to the examination of the Annex to the draft Convention.

II. Annex to the Draft Convention concerning the Unification of Road Signals.

CLASSES OF SIGNS.

Colonel PERON (International Association of Recognised Automobile Clubs) said that his association agreed to most of the signs proposed in the draft Convention, but would have presented them somewhat differently.

The driver of a car had three different preoccupations. In the first place he wanted to be warned of the dangers before him. This was settled by the Convention of April 24th, 1926, which fixed the triangle as a danger sign.

Secondly, the motorist wanted to be informed of traffic regulations to be observed. The association had reached the conclusion that signs of this nature should be round. On seeing that shape, the motorist would at once be aware, even before he could distinguish the symbol or lettering on the sign, that it indicated a police regulation which must be observed.

Finally, the motorist wished to receive certain information which would be useful but which he was not obliged to observe, such as information regarding direction. For this class of sign, which is optional, a rectangle could be used.

This system would involve only three classes of signs, and would have the advantage of being simpler than that proposed in the draft Convention.

The speaker pointed out that, with this classification, an arrow would have a different meaning according to whether it was placed on a circular disc or on a rectangular plate. If it were on a circular disc, it would mean that the motorist was compelled to take the direction indicated, and if on a rectangular plate, that the direction was optional.

M. PERSYN (Belgium) agreed that it would be preferable to adopt three distinctive classes of signs.

M. WALCKENAER (France) did not oppose Colonel Peron's proposal, on the understanding that danger signs should include signs at places where the motorist must exercise particular care not to cause accidents to third persons.

M. PERSYN (Belgium) suggested that, in towns, attention should be called to danger owing to the proximity of schools, hospitals, and so on, by means of an exclamation mark placed on the sign.

M. WALCKENAER (France) thought this sign could not be adopted internationally. An exclamation mark would, in France, evoke mirth.

The Committee adopted Colonel Peron's proposal that there should be three classes of signs: a triangle for danger (this being understood to include danger to persons other than motorists), a circle for police regulations, and a rectangle for optional indications.

SECOND MEETING

Held on March 17th, 1931, at 3 p.m.

Chairman: M. STEVENARD (Chairman of the Permanent Committee on Road Traffic).

III. Annex to the Draft Convention concerning the Unification of Road Signals (continued).¹

The CHAIRMAN reminded the Committee that it had, at its first session, agreed to divide the signs to be considered into three categories—those indicating: (1) danger; (2) traffic (police) regulations; (3) informative signs. It had agreed that a triangle should be the danger sign, but the limits of the use of this sign had not been defined. This task was now before the Committee.

LIMITATION OF USE OF DANGER SIGNS.

M. PFLUG (Germany) agreed to the three categories mentioned, but thought that the danger signs specified in the International Convention relative to Motor Traffic, Paris, 1926, (H.M.S.O. Cmd. 3510) should constitute warning of danger to the motorist only, and that there should be a different sign denoting danger to pedestrian or other traffic.

M. WALCKENAER (France) pointed out that the Paris Convention had made no mention of signs for the safety of pedestrians, and that this omission must be rectified. He did not agree with M. Pflug that a different sign was necessary. He thought that symbols or figures imposed on the triangle could be used when it was necessary to warn motorists and so protect pedestrians from danger.

M. PFLUG (Germany) pointed out that, whereas the dangers against which the 1926 signals gave warning were constant, those to pedestrians, such as children leaving school, were occasional only, and that, therefore, a sign rectangular in shape, similar to the sign for speed-limits, should be used.

M. ROTHMUND (Switzerland) said that the use of a single sign did not allow for constant danger, such as the passage of a motorist through a town. He therefore agreed with M. Pflug that vital danger-points should be indicated by the signs of the 1926 Convention, and that all temporary or general warnings required a fresh sign. He also drew attention to a class of danger not envisaged in the 1926 Convention—that of a road under repair. For this he suggested the superimposing of an exclamation mark upon a triangle.

M. HANSEZ (International Association of Recognised Automobile Clubs) warned the Committee against multiplying the number of signs in use. He reminded them that, prior to the Conference in 1909, there had been no less than twenty-four danger signs in use. At that Conference, these had been reduced to four, since when two further signs had been added, making in all the six signs of the 1926 Convention (Annex F). He was of opinion that no further sign was necessary to warn pedestrians of danger, since any warning applied equally to both motorist and pedestrian.

The SECRETARY explained that it was perfectly possible to supplement the provisions of the 1926 Convention, and that it would not be necessary to alter them.

M. EGNELL (Sweden) said that, in Sweden, with the development of motor traffic, the improvement of road surfaces and the consequent increase of speed, the hollow triangular sign formerly used had been found inadequate, and that it had become necessary to use symbols within the triangle to specify the nature of the danger to be avoided. Such symbols could be either painted on a plane surface or cut out in silhouette in a hollow triangle.

M. PERSYN (Belgium) referred to the Secretary's statement that the 1926 Convention need not be altered, and asked if alteration would not be necessary in the provisions of that Convention referring to the distance (a minimum of 150 and a maximum of 200 metres) of the sign from the danger point (Article IX of the 1926 Convention).

The CHAIRMAN repeated that the Committee did not wish to modify the 1926 Convention, but was at liberty to supplement it.

M. WALCKENAER (France) pointed out that the Swedish method of placing designs in triangles as described by M. Egnell left the plain sign of the hollow triangle free for other uses, as set out in the table on danger signs on page 10 of document Conf. C.R./I before the Conference. It would not, therefore, be necessary to touch the 1926 Convention.

¹ See document Conf. C.R./I, page 5.

M. CENTNER (Saar) recommended the use of reflectors on each of the three angles of the triangle for night purposes.

M. PFLUG (Germany) agreed to the use of the six signs set out in the table, but thought that dangers not provided for by these signs should be specially signalled, as in Germany and the United States of America.

M. MINCHEJMER (Poland) proposed the use of a special sign for warnings against forking tram-lines in towns (see Annex 6, page 118).

The CHAIRMAN asked M. Minchejmer to leave this special question till a later meeting. He thought members of the Committee should confine their remarks at the present meeting to the definition of the limits within which the danger sign was to be used.

M. VON ELERT (Germany) asked if the seventh sign, in the shape of a plane triangle with a symbol upon it, were to be added to the first six prescribed in the table. He recommended the use of an eighth sign denoting danger to pedestrians.

M. MELLINI (Italy) said that, since the object of the Convention was to facilitate international motor traffic, the minimum number of signs should be used. He suggested that the one extra sign (No. 6) in the table should suffice.

M. PERSYN (Belgium) and M. DUCHAINE (President of the Touring Club of Belgium) agreed.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the sixth signal to be used for dangers other than the five already envisaged might be either plane or hollow according as plane or hollow signs were used for the other five signs. If necessary, the uses of the sixth sign could be specified by a list of examples.

On the motion of the CHAIRMAN, *it was agreed that a new sign should be added to the six signs laid down in the 1926 Convention. This new sign would be a painted triangular plate with or without a symbol.*

M. MINCHEJMER (Poland) drew the Committee's attention to the question of the distance from the danger spot at which the sign should be placed in towns.

Colonel PERON (International Association of Recognised Motor Clubs) agreed that, in towns, the distance between the sign and the danger spot must vary with circumstances. He thought M. Minchejmer's suggestion for a special signal for forking tram-lines was a good one, but was not one to be adopted internationally.

M. ROTHMUND (Switzerland) wondered whether the danger sign should not be restricted to certain dangers to be specified in the Convention, and suggested that it was not necessary to put a danger sign in crowded areas where motorists had, in any case, to drive carefully.

M. GHICA (Roumania) thought the Committee was in agreement with the principle that a triangle should be used to indicate danger. He did not think, however, that the number of cases in which a danger sign should be used could be restricted in the manner suggested by M. Rothmund.

The CHAIRMAN noted that the Committee adopted signs 1 to 5 of Table I (document Conf. C.R./I), for other dangers than those covered by signs 1 to 5, an additional sign consisting of a triangular plate with or without a symbol (sign 6), and sign 7, which was optional, to denote a right-of-way. The hollow triangle (sign 6 of Table I) was maintained as an alternative general danger sign for countries which did not desire to use the special signs above.

SIGNS INDICATING POLICE REGULATIONS.

M. EGNELL (Sweden) drew attention to the system proposed by the Swedish authorities (see Annex 4, page 116). Experiments made in Sweden had shown that yellow signs were very conspicuous in all cases. It had also been found that the hollow triangle was not sufficient, as the intensity of traffic increased as a result of the new roads, and the desirability of replacing it by plane danger signs was being considered. The inscriptions on the signs would probably be replaced by symbols.

The speed-limit in Sweden had been abolished from January 1st, but the responsibility of the motorist had simultaneously been increased.

The CHAIRMAN noted that the proposals of the Swedish experts were in line with the Committee's decision that a disc should be used to indicate police regulations.

M. HANSEZ (International Association of Recognised Automobile Clubs) said he approved of the use of the disc for police regulations.

M. PFLUG (Germany) said that he did not object to the use of a disc for compulsory regulations, provided the countries were free to choose the colour they found most satisfactory, and that inscriptions could be made on the sign.

The CHAIRMAN noted that, leaving aside the question of colour, the Committee agreed that a disc should be used for signs indicating police regulations. These signs included speed-limit signs and signs denoting a direction which it was compulsory to take.

He then asked the Committee to consider the signs illustrated in Tables II, IV and III.

SPEED-LIMIT SIGNS (TABLE II).

The Committee agreed that a disc and not a rectangle should be used for these signs.

SIGN INDICATING DIRECTION TO BE FOLLOWED (TABLE IV, SIGN 1).

M. PFLUG (Germany) suggested that it was unnecessary to fix in an international convention a sign indicating a direction to be followed; an arrow would be used in all countries as a matter of course.

M. MELLINI (Italy) stated that he was unable to accept this sign.

M. HANSEZ (International Association of Recognised Automobile Clubs) thought it was indispensable to adopt the arrow as an international sign, if all motorists were to understand its meaning.

M. SCHÖNFELD (Netherlands) agreed, and pointed out that, if Sign 1 were adopted, it would not be necessary to adopt a special sign for cases in which a vehicle was prohibited from taking a particular street or keeping to the right or left, as the case might be.

After further discussion M. PFLUG did not insist.

The CHAIRMAN noted that the Committee adopted the sign indicating the direction to be followed as it stood (Table IV, sign 1).

SIGN INDICATING AN AUTHORISED PARKING SPACE (TABLE IV, SIGN 2).

M. MELLINI (Italy) said that he was unable, for the moment, to accept this sign.

In view of this observation, the decision in regard to the sign was reserved.

SIGN INDICATING "CYCLISTS ONLY" (TABLE IV, SIGN 3).

The decision in regard to this sign was reserved.

SIGNS PROHIBITING PASSAGE (TABLE III).

M. SCHÖNFELD (Netherlands) drew attention to the Netherlands system, which consisted in adding plates round the disc in specified positions to denote prohibitions relating to various types of vehicles (see Annex 3, page II4).

M. HANSEZ (International Association of Recognised Automobile Clubs) pointed out that signs 1 to 4 had exactly the same meaning, and suggested that one only should be adopted.

M. ROTEMUND (Switzerland), M. PERSYN (Belgium) and M. MELLINI (Italy) considered that two signs were necessary—one to denote total prohibition and one for one-way roads.

M. PFLUG (Germany) said that, in the opinion of his Government, these signs were not sufficiently conspicuous. In Germany, an arrow pointing downwards was added to the disc in order to make it more conspicuous. He did not wish to impose the German system on other countries, but asked that, in adopting international signs, Germany should be free to introduce additional details, such as the arrow.

One-way streets were indicated in Germany by means of an arrow with the necessary inscriptions at the open end of the street. The closed end was marked by a sign prohibiting the passage of vehicles of all kinds, or by an arrow pointing in the opposite direction to the permitted traffic. That method had proved satisfactory, and Germany was anxious to retain the "Einbahnstrasse" sign.

The CHAIRMAN suggested that a red disc (sign 1) should be adopted for total prohibition.

The Committee agreed, M. Pflug reserving the question of colour.

The CHAIRMAN then suggested that, for one-way roads, the Committee should adopt a special sign (sign 3), as it was important to indicate that the road was not entirely closed, but could be entered at a certain point.

M. RIEHL (Austria) said that his Government could not accept the League of Nations proposals for one-way signs.

M. LE GAVRIAN (France) said that he had understood that, for one-way roads, the sign indicating direction to be followed (Table IV, sign 1) would be used at the open end of the road and the sign indicating total prohibition at the other end.

M. PFLUG (Germany), M. BILFELDT (Denmark) and M. EGNELL (Sweden) did not see the necessity for adopting two signs.

The CHAIRMAN pointed out that several countries—Switzerland and Italy, for example, had found it necessary to employ two signs.

After a short discussion, *the Committee adopted sign 3, Table III, to indicate a one-way road.*

M. PFLUG (Germany) asked the Committee to agree that the German Government could use an arrow pointing downwards to make the disc more conspicuous, and was free to employ the "Einbahnstrasse" sign.

M. SCHNEIDER (Austria) supported M. Pflug's proposal that the disc should be made conspicuous by means of an arrow.

M. DUCHAINE (Belgium) said that he did not object to M. Pflug's request, on condition that it was understood that the system was national and not municipal and would be employed throughout Germany.

M. PFLUG (Germany) replied that the system would be adopted throughout the country.

The Committee agreed that the addition of an arrow, as proposed by M. Pflug, did not alter the main characteristics of the signs and that Germany could continue to use this system.

M. SCHÖNFELD (Netherlands) asked where M. Pflug would suggest putting plates denoting special prohibitions, in the event of the adoption of the Netherlands system.

M. PFLUG (Germany) said that the German Government was of opinion that the only signs required for prohibiting passage were the following :

1. (a) Prohibited for vehicles of all kinds;
(b) Prohibited for vehicles exceeding x tons total weight;
2. (a) Prohibited for motor-cars;
(b) Prohibited for motor-cars exceeding x tons total weight;
3. Prohibited for motor-cars and motor-cycles.
4. Prohibited for motor-cycles.

The German proposal, which had been distributed (Annex 2, page III) illustrated the signs to be used for these prohibitions.

M. PERSYN (Belgium) pointed out that signs 13, 14, 15 (page 12) and 7 (page 13) had the same meaning. He suggested that signs 13 and 14 should be omitted, and that sign 15 should be used for heavy lorries and sign 7 for light lorries.

M. DUCHAINE (Belgium), M. MELLINI (Italy) and M. LE GAVRIAN (France) were of opinion that one sign with the necessary inscription would suffice for all lorries.

M. HANSEZ (International Association of Recognised Automobile Clubs) supported the Netherlands system of placing symbols in specified positions round the disc.

M. LE GAVRIAN (France) asked whether signs prohibiting passage should be interpreted as relating to all vehicles.

M. MELLINI (Italy) pointed out that horse traction was usually local; no provision need therefore be made for it in an international convention.

M. SCHÖNFELD (Netherlands) preferred sign 15, which could be applied to omnibuses as well as lorries.

M. LE GAVRIAN (France) suggested that sign 1, with an indication of the maximum weight, would be more satisfactory and would meet M. Schönfeld's point.

The CHAIRMAN asked the Committee whether they agreed to omit signs 13 and 15 and to adopt signs 7 and 14.

M. PFLUG (Germany) pointed out that it was essential to adopt a sign prohibiting the passage of vehicles whose weight exceeded a certain limit. He called attention to the German proposal in this connection.

The CHAIRMAN asked the Committee to decide whether the signs should relate exclusively to motor traffic.

M. HANSEZ (International Association of Recognised Automobile Clubs) thought they should refer only to international traffic. The local authorities should be left to deal with slower traffic.

M. PFLUG (Germany) disagreed with M. Hansez. If the international signs related only to motor traffic, the number of signs on the road would inevitably be increased.

M. PERSYN (Belgium) agreed with M. Pflug.

M. HANSEZ (International Association of Recognised Automobile Clubs) said that he could accept M. Pflug's point of view, since he was anxious that the number of signs should be limited to a minimum.

M. SCHNEIDER (Austria) thought there should be one sign for all vehicles. He did not think it necessary, however, to make a stipulation to that effect in an international convention, nor did he consider it necessary to make stipulations in regard to cyclists.

M. LE GAVRIAN (France) agreed that the Committee was chiefly concerned with international traffic. If, however, the necessary information for other forms of traffic could be given at the same time, so much the better.

The CHAIRMAN asked the Committee to discuss the signs suggested by M. Pflug. Did they consider that these signs were too many or too few? He pointed out that a lorry of a certain weight might be prohibited on account of its speed, where a heavier vehicle with a lower speed was permitted.

M. LE GAVRIAN (France) said that this difficulty could be overcome if a suitable inscription were placed on the disc.

After a short discussion, the Committee agreed to adopt the German signs for special indications without the arrow and excluding signs 4 and 7. It was understood that Germany was free to employ the arrow.

The CHAIRMAN said that the Committee would have to consider the questions of possible additional signals and of colours at its next meeting.

THIRD MEETING

Held on March 18th, 1931, at 3 p.m.

Chairman: M. STÉVENARD (Chairman of the Permanent Committee on Road Traffic).

IV. Annex to the Draft Convention concerning the Unification of Road Signals (continued)¹

The CHAIRMAN said that the Committee had now to consider the category of purely informative signs, rectangular in shape.

SIGNS PROHIBITING PASSAGE (*continued*).

M. ROTHMUND (Switzerland) asked permission to put before the Committee a question on the subject of signs prohibiting passage, which had been discussed at the previous meeting. He wished to know whether, in the opinion of the Committee, the case of a road open to cars but closed to motor-bicycles or *vice versa* was usual.

M. HANSEZ (International Association of Recognised Automobile Clubs) said that, generally speaking, roads that were closed to one were closed to both forms of traffic. Formerly, motor-bicycles had been classed with bicycles and had been forbidden dangerous hills. With the modern perfecting of brakes, this had become less necessary. He stated that cases where roads were closed to cars but open to motor-bicycles were almost unknown, and that for the reasons he had given cases of roads open to cars but not to motor-bicycles were usual.

M. SCHNEIDER (Austria) thought it relevant to add that roads were sometimes forbidden to motor-bicycles for considerations of noise.

M. SILVELA (Spain) agreed with M. Hansez.

M. GHICA (Roumania) hoped that M. Rothmund's suggestion did not mean that a new sign must be devised.

M. PFLUG (Germany) said that the German police had found in practice that they needed three signs, one forbidding motor-cars, one forbidding motor-bicycles, one forbidding both.

M. ROTHMUND (Switzerland) pointed out that his suggestion involved, not a new sign, but a simplification of the proposed signs. He suggested that sign 3 of the German proposals agreed upon at the previous meeting might well be used to mean prohibition of passage to *all* motor vehicles.

The CHAIRMAN said that, since the German signs had been agreed at the previous meeting, it was perhaps not necessary to reopen the discussion.

INFORMATIVE SIGNS.

Sign indicating Authorised Parking Space (continued).

The CHAIRMAN asked the Committee to consider the shape of the sign indicating an authorised parking space.

M. PFLUG (Germany) asked if he was right in thinking that it was proposed to use a rectangular sign for parking places, bearing the letter "P" signifying the right to park.

¹ See document Conf. C.R./I, page 5.

M. EGNELL (Sweden) thought that the sign denoting authorised parking places should be round and not rectangular, since permission to park was a police authorisation. The parking sign should be round, analogous to the prohibition signs decided on at the previous meeting.

M. PFLUG (Germany) drew the attention of the Committee to an intermediate category between the compulsory and optional categories—that of permission to park within a fixed time-limit.

M. ROTHMUND (Switzerland) and M. GHKA (Roumania) supported M. Egnell's proposal.

M. SCHÖNFELD (Netherlands) disagreed with the Swedish proposal. He thought, since parking was optional, the contrast between the round prohibition signs and a rectangular parking sign was valuable.

M. WALCKENAER (France) said that the choice of shape of the parking sign depended on the Committee's conception of parking. If parking were a public measure adopted in view of a police regulation, it would be in conformity with the principles agreed upon at the end of the first session to adopt the round sign.

The CHAIRMAN said that the important point to be borne in mind was the effect of the sign on the mentality of the motorist. He was of opinion that the parking sign should be rectangular.

M. WALCKENAER (France) pointed out that many parking signs in use were unofficial, set up by hotel proprietors, owners of casinos, and others. These were usually rectangular signs, but he thought the official parking sign ought rather to be round.

M. GHKA (Roumania) thought that the official or unofficial nature of the parking ground could well be denoted by the colour of the sign.

M. PERSYN (Belgium) agreed with M. Pflug and M. Schönfeld that the parking sign should be rectangular.

M. HANSEZ (International Association of Recognised Automobile Clubs) also agreed that the sign for parking must be rectangular, since the round signs adopted by the Committee at its previous meeting were all warnings, disregard of which involved some penalty. He thought M. Pflug's statement that a parking sign, being neither a compulsory nor a direction sign, belonged to an intermediate category, was correct. He therefore suggested that parking signs should be square.

The CHAIRMAN said that he judged from the speeches that the majority present were in favour of a rectangular sign. He thought that some countries at present using the circle were prepared to modify their existing signs.

M. PFLUG agreed that Germany was prepared to do this, since a round sign, in view of the decisions of the previous session, would mean "Parking prohibited".

M. WALCKENAER (France) maintained that, since unofficial parking notices were normally rectangular, the official sign should be circular in order to avoid confusion.

M. PFLUG (Germany) suggested that, just as compulsory signs could indicate obligation or prohibition, so could optional signs be official or unofficial. He therefore maintained that a rectangular sign was best.

M. SILVELA (Spain) said that, according to M. Walckenaer's theory, that rectangular signs used by private persons involved the use of a round sign for official notices, the rectangle could not be used even for the proposed informative signs.

The CHAIRMAN felt that all present, with the exception of M. Egnell, were of opinion that a rectangular sign should be used to indicate authorised parking space.

This was agreed.

"Caution" Sign (for Schools, Churches, etc.).

M. PFLUG (Germany) asked the opinion of the Committee on the best method of signalling "Caution" for schools, churches, hospitals and other institutions. He considered this sign should be rectangular, being informative and not prohibitive.

The CHAIRMAN thought it useless to open a general discussion on whether this question was one of danger, prohibition or information. He considered that such a sign was an appeal to the prudence of the motorist and that the rectangular sign might be used.

This was agreed.

Netherlands System for Signs prohibiting Passage.

M. SCHÖNFELD (Netherlands) drew attention to the Netherlands proposal that indications as to the nature of the prohibition should be placed laterally to the main sign (see Annex 3, page 114). He asked that the Netherlands might be permitted the option within the Convention of using the sign (d) given on the last page of the inset (between pages 114 and 115).

M. SCHNEIDER (Austria) opposed this, since lateral signs round the main sign rendered this less liable to catch the eye. He thought, to achieve the utmost simplicity, the symbol should be placed within the outline of the main sign.

The CHAIRMAN asked the Committee to remember that M. Schönfeld's proposal was merely a request that the procedure which he suggested might be admitted in the Netherlands.

M. GHICA (Roumania) disliked the Netherlands proposal, since prohibition of all forms of traffic as illustrated by the sign (d) on the last page of the inset altered the shape of the prohibition sign, turning it from a circle into a cross. He preferred the alternative illustration on the left of the page, in which the special indications were placed below the main circle.

M. LE GAVRIAN (France) also preferred the alternative illustration, since it left the main sign undisturbed.

M. PFLUG (Germany) said that Germany had no objection to allowing the Netherlands an option in this matter.

M. ROTHMUND (Switzerland) opposed the Netherlands suggestion. Though he thought the system logical, he felt that other countries would not adopt it, and it was therefore valueless in an international code of signals.

M. SCHÖNFELD (Netherlands) disagreed with M. Ghika and M. Le Gavrian. He felt that the shape of the sign as a whole was equally altered by placing the indications below the main circle. If the right-hand design turned the circle into a cross, that on the left made it a statue.

The CHAIRMAN repeated that M. Schönfeld only wanted to obtain for the Netherlands the option of using the signs that they proposed. He asked if the members of the Committee were willing to adopt the system proposed by the Netherlands delegation as an optional system.

M. SCHÖNFELD (Netherlands) asked that his proposal should be put to the vote.

M. Schönfeld's proposal was rejected.

COLOUR OF ROAD SIGNS.

M. PFLUG (Germany) said the German Government thought it most important that each country should be free to choose the colours best suited to its climatic conditions.

In reply to a question by the Chairman, he added that, in Germany, black on a white ground had been found most satisfactory. A red border was added to detach the sign from the background.

M. GHICA (Roumania) agreed that the colour should, to some extent, depend on climatic conditions. He believed, however, that the Committee was almost unanimously of opinion that red should be adopted internationally to indicate prohibitions.

M. EGNELL (Sweden) supported M. Ghika, and suggested that blue should be used for informative signs. In the Swedish proposal, all the signs had a yellow ground, as that colour was most effective in Sweden.

M. HANSEZ (International Association of Recognised Automobile Clubs) urged that it was important, if the meaning of the signs was to be recognised, to adopt henceforth uniform colouring.

M. SCHNEIDER (Austria) agreed that red should be used generally to indicate a prohibition, but pointed out that the sign need not be entirely red.

M. WALCKENAER (France), while agreeing in principle with M. Hansez, thought some latitude be left in the choice of colours. As a compromise, he suggested that red should be the predominant colour of signs indicating a prohibition, and that the addition of colours of secondary importance should be permitted. Some freedom could be left in the choice of secondary colours. In support of this proposal he gave examples from the system used on the French railways.

The CHAIRMAN observed that, if red were adopted as the fundamental colour of signs indicating a prohibition, it would be possible to allow the different countries to add the colours best suited to their particular climatic conditions.

M. PERSYN (Belgium) thought the Committee should endeavour to adopt uniform colouring for each class of signs; otherwise, confusion might arise in the mind of the motorist.

M. PFLUG (Germany) said that the German Government was guided by two considerations: (1) the climate, which had led to the adoption of black, white and red; (2) that all signs indicating police regulations should be of the same colouring—white with a black inscription or symbol and a red border. This enabled motorists immediately to distinguish such signs from all other signs.

M. Romein had said that the German system would be tiring to the eye. On the contrary, it was of the greatest importance to the motorist to be able to recognise immediately all signs indicating prohibitions and police regulations, and this assistance was essential.

The same grouping of colours would be used throughout Germany, but the German delegation must maintain its request that Germany should be free to use the same colours for all prohibition signals and those provided for in the police regulations.

M. EGNELL (Sweden) said that the Swedish Government was opposed to the colours red, white and black, and would prefer to replace white by yellow and the red border by a black border.

The SECRETARY-GENERAL OF THE CONFERENCE thought the Committee should endeavour to arrive at the greatest possible uniformity, but suggested that some latitude might be allowed.

He asked whether the Committee could agree that the signs contained in the 1926 Convention should be black with light colour ground, or white on a dark ground, preferably with a border to detach them from the background; and that, for the rest, countries should be left free to choose the most satisfactory colours.

The CHAIRMAN was under the impression that it would be impossible to say more than that red must appear in all signs indicating a prohibition.

M. WALCKENAER (France) suggested that the Committee could go a little further and say that red should predominate in all signs prohibiting passage, but that countries would be free to choose the colours of other signs.

M. PFLUG (Germany) pointed out that red was the predominant colour of the German signs indicating police prohibitions.

M. GHICA (Roumania) asked whether the German Government would not contemplate the possibility of abandoning the use of red for informative signs.

M. VON ELERT (Germany) stated that it was absolutely essential, in his view, that all official signs—that was to say, all circular signs—should be of the same colour.

M. SCHÖNFELD (Netherlands) pointed out that it would be more logical to use blue for informative signs. On seeing a red sign, a motorist would inevitably assume that he was obliged to stop.

M. WALCKENAER (France) said that he understood M. Pflug's anxiety that all official signs should have a characteristic aspect, but wondered whether Germany could not be content to accept a circular disc with a vertical arrow as the characteristic of official signs and to leave the question of colour open.

M. PFLUG (Germany) pointed out that this would necessitate using an arrow for *all* official signs, whereas the German police were anxious that it should be used only for the most important—namely, signs indicating prohibitions.

The SECRETARY-GENERAL OF THE CONFERENCE suggested, for official signs other than those prohibiting passage, white on a dark ground, or black on a light ground, with a border, if necessary, to make them more conspicuous.

The CHAIRMAN thought the discussion had been long enough to elucidate the views of the members of the Committee with regard to colour. Proposals which he hoped would meet with unanimous approval would be submitted at the next meeting.

The Committee had now to consider two signs which had been reserved for further discussion—the “no waiting” sign and a sign to indicate the proximity of a Customs house.

SIGN INDICATING THE PROXIMITY OF A CUSTOMS HOUSE.

M. HANSEZ (International Association of Recognised Automobile Clubs) said that his association considered it essential that an international sign to indicate a Customs house should be adopted in the Convention, and that it should be quite different from any other sign. Motorists often passed the frontier without being aware of it.

Various suggestions were made by different members of the Committee, and on the motion of M. GHICA (Roumania), the Chairman was asked to discuss the question with the Bureau and submit proposals at a later meeting.

M. PFLUG (Germany) asked who would be responsible for the expenditure connected with the placing of the Customs sign; the police authorities could not very well be asked to incur such expenditure.

The CHAIRMAN pointed out that this sign was not in the interests of the Customs house, but in order to protect the motorist from infringing the regulations and thus running the risk of a serious or even fatal accident.

M. GHICA (Roumania) suggested that it would be for the national authorities and the automobile associations to discuss who was responsible for placing the Customs sign.

M. EGNELL (Sweden) drew attention to the suggestion of the Swedish delegation that a code of symbols should be adopted, and that new symbols should be within the framework of the code (see Annex 4, page 116).

He considered that the Customs sign should be a circular disc bearing an appropriate symbol.

The CHAIRMAN said that M. Egnell's proposal would be borne in mind.

M. EGNELL (Sweden) then drew attention to the necessity for adopting symbols for the following: schools, crossings for pedestrians, tramway or omnibus stops and refuges.

At the CHAIRMAN's suggestion, M. Egnell agreed to reserve this question until a later meeting.

“ NO WAITING ” SIGN (TABLE III, SIGN 16).

M. HANSEZ (International Association of Recognised Automobile Clubs) said that agreement could easily be reached in regard to this sign; its colour was not dependent on climatic conditions since the motorist would be driving slowly and would have time to study it. He suggested a red disc bearing a “ P ”.

M. SILVELA (Spain) pointed out that a yellow lozenge-shaped sign was used in Spain. The sign suggested by M. Hansez would not show clearly on which side of the sign parking was prohibited.

M. WALCKENAER (France) observed that, if red was used for signs prohibiting passage, it could not be used for a “ no waiting ” sign.

M. PFLUG (Germany) thought the sign should be circular, but objected to the use of the letter “ P ”, as this letter should indicate permission to park. It would sometimes be necessary to indicate that parking was not allowed during certain hours. The German delegation would prefer to use an inscription, and could not agree to the use of blue as indicating a prohibition.

The CHAIRMAN thought an inscription could be allowed in this case, since, as M. Hansez had pointed out, the motorist looking for a parking place would be driving slowly. He did not agree, however, that the letter “ P ” would lead to confusion. A “ P ” on a disc would indicate that the motorist was prohibited from stopping, and on a rectangle, that he could stop if he wished.

M. MELLINI (Italy) said that the red and blue “ no waiting ” sign (sign 16) had been in use in Italy for some years and was recognised everywhere. It would therefore be difficult to introduce a different sign in Italy involving the changing of all the relative signs in the near future.

M. HANSEZ (International Association of Recognised Automobile Clubs), M. DUCHAINE (President of the Belgian Touring Club), and M. ROTHMUND (Switzerland) thought the red and blue sign should be maintained.

M. PFLUG (Germany) asked that there should be freedom in the choice of colours, and repeated that Germany could not accept the blue and red sign.

M. SCHÖNFELD (Netherlands) supported M. Pflug. He also would prefer to avoid the use of blue.

The CHAIRMAN noted that the majority was in favour of maintaining the red and blue “ no waiting ” sign. On his suggestion, *it was decided to reserve the final decision for the moment.*

The Chairman declared the discussion on the Annex closed for the time being, and asked the Committee to examine the draft Convention.

V. Draft Convention concerning the Unification of Road Signals (continued).

PREAMBLE.

Adopted.

ARTICLE I.

M. PFLUG (Germany) asked that the minimum time-limit should be five years.

M. RIEHL (Austria) objected and suggested ten years.

The Committee agreed that the minimum time-limit should be five years.

M. MINCHEJMER (Poland) pointed out that the Italian Government had agreed with the Automobile Club to place a certain type of sign on the roads. Would these signs have to be changed within the time-limit?

The CHAIRMAN explained that this would depend on what signs were finally placed in the Annex. As, however, the signs to which M. Minchejmer had referred were provided for in the 1926 Convention, there would probably be no change.

M. WALCKENAER (France) asked that the words “ in so far as lies in its power ” should be inserted after the words “ and undertake ”, in order to meet the requirements of the legislation of certain countries.

M. HANSEZ (International Association of Recognised Automobile Clubs) supported this proposal.

The CHAIRMAN said that it would be discussed later.

Article 1 was adopted provisionally.

ARTICLE 2.

Adopted provisionally.

ARTICLE 3.

M. PFLUG (Germany) suggested that this article should be extended to cover possible new classes of signs.

The CHAIRMAN pointed out that the Convention could always be revised in order to provide for new requirements.

Article 3 was adopted.

ARTICLES 4, 5, 6, 7, 8, 9 AND 10.

The CHAIRMAN explained that the Drafting Committee would consider these articles.

PROTECTION OF SIGNS.

M. PFLUG (Germany) proposed that a new article relating to the prohibition or restriction of advertisements should be added.

M. GHKA (Roumania) said that the edge of the road could be reserved for road signs, and that advertisements could be placed at a certain fixed distance.

M. WALCKENAER (France) pointed out that the prohibition of all publicity might make it more difficult for certain Governments to adopt the Convention.

The CHAIRMAN said that a suitable text would be submitted at a later session.

M. MINCHEJMER (Poland) asked the Committee to take an absolutely clear decision on this matter.

The CHAIRMAN stated that the whole question of the protection of signs would be discussed at a later meeting.

FOURTH MEETING

Held on March 19th, 1931, at 3 p.m.

Chairman : M. STIEVENARD (Chairman of the Permanent Committee on Road Traffic).

VI. Proposal by the Permanent International Committee for First Aid on Roads.¹

The CHAIRMAN pointed out that the symbol of a red cross was not used universally as a first-aid symbol. He thought that the Committee would agree with the proposal as to the shape and general design of the sign, but that the choice of the actual symbol must be left to each country.

M. PFLUG (Germany) could not agree to any resolution limiting the symbol to a red cross. The German first-aid organisation, which was financed in part by the Government, used a double cross in red and green. This was universally recognised through Germany, and would be difficult to change.

Baron W. RENGERS (Netherlands) asked if it was intended that the proposed sign should be compulsory.

M. BEHAGUE (Permanent International Committee for First Aid on Roads) said that signs already in use would, of course, be valid for the time being.

M. GHKA (Roumania) pointed out that the Committee had no competence to discuss the international Red Cross symbol, which had been established by the Geneva Convention of 1924.

M. DUCHAINE (Belgian Touring Club) agreed with M. Ghika. The Committee should merely note the decision of the Permanent International Committee for First Aid on Roads

¹ See Annex 5, page 118.

Colonel PÉRON (International Association of Recognised Automobile Clubs) considered that the Committee might accept the proposed shape and design, but that the symbol must essentially depend on arrangement with the national and international Red Cross organisations.

The CHAIRMAN thought that the majority of members agreed with Colonel Péron. He suggested that it was unnecessary to embody the proposal in the Convention, but that it would suffice if the attention of the Governments were drawn to it.

M. DUCHAINE (Belgian Touring Club) proposed that the Committee should adopt the shape and general design proposed for this sign, but should leave the central symbol to the choice of each country. For the use of a red cross, it would be necessary to obtain the approval of each national Red Cross Society.

M. PFLUG (Germany) said that, as the German Government had had no notice of this proposal, he could not agree to it except in regard to the shape of the sign. Germany would be put to considerable expense if she had to change all her first-aid signs, even within the five-year limit prescribed in the Convention. He therefore proposed that the question be adjourned to a later Conference.

M. GHICA (Roumania) said that postponement was unnecessary, since, if the central symbol were left to the discretion of the countries concerned, the sign, both as regards shape and colour, came within the category of those already agreed.

M. MELLINI (Italy) asked what was the minimum equipment for a first-aid station.

M. BEHAGUE (Permanent International Committee for First Aid on Roads) replied that this matter was left to the decision of the national Red Cross Societies. There was no international regulation.

M. MINCHEJMER (Poland) said that his Government had no objection to the proposed sign. The Polish Treasury had made a grant to the Red Cross Society for the equipment of first-aid stations.

The SECRETARY-GENERAL OF THE CONFERENCE suggested that each country should be entitled to choose the central symbol and its colour, provided that this symbol were placed within a white square surrounded by a dark coloured field.

It was not necessary, perhaps, to take a final decision at the present meeting, but he must ask the Committee not to postpone the whole subject, since the number of first-aid stations on roads was growing every day, and the difficulties which had been pointed out would increase as time went on. He suggested that, if it would make agreement easier, the Committee might allow a longer transitory period, or might stipulate that new posts only should conform to the new regulation.

M. BEHAGUE (Permanent International Committee for First Aid on Roads) said that twelve countries had already established first-aid stations on the lines recommended by his Committee and that thirty-one other countries had asked for its advice. He therefore hoped that the Committee would not delay its decision.

M. WALCKENAER (France) supported the suggestion of the Secretary-General of the Conference with regard to the colours of the sign. The central symbol would naturally be in accordance with the Geneva Convention of 1924; it did not come within the scope of the Convention under consideration.

The CHAIRMAN pointed out that M. Walckenaer's proposal was similar to the proposal he had made at the beginning of the discussion. In view of the existing circumstances, he invited the Committee to vote on M. Pflug's proposal for adjournment *sine die*.

This request was rejected.

M. SCHÖNFELD (Netherlands) asked M. Behague if the Netherlands signs in which the initials of the First-Aid Association were placed on the white background in the four angles of the cross were in order.

M. BEHAGUE (Permanent International Committee for First Aid on Roads) pointed out that the Geneva Convention prohibited such lettering. The Netherlands First-Aid Organisation had already recognised its mistake.

M. PFLUG (Germany) wished to delete the words: "In most cases the stations are provided with a telephone". He asked also whether the paragraph specifying the dimensions of the sign could not be omitted.

M. BEHAGUE (Permanent International Committee for First Aid on Roads) agreed to the deletion of the reference concerning the telephone, but could not accept the deletion of the paragraph referring to the dimensions of the sign, because, in that case, the shape of the sign would be the only point regulated internationally.

M. ROTHMUND (Switzerland) proposed that the question should be adjourned until the next meeting of the Committee, when M. Behague might perhaps submit a revised version of his proposal.

This was agreed.

VII. Annex to the Draft Convention concerning the Unification of Road Signals
(continued).

“NO WAITING” SIGN (continued).

M. PFLUG (Germany) objected to the proposed sign, since its colour was one which denoted information.

M. PERSYN (Belgium) agreed.

M. EGNELL (Sweden) said that it was essential to differentiate between prohibition to park and prohibition to wait for a short space of time.

M. SCHNEIDER (Austria) agreed, but thought two signs were required indicating the limits of the space within which waiting was prohibited.

M. GHICA (Roumania) said that the difference was more than one of time; waiting would probably apply to a single vehicle, whereas parking might involve a number. He did not think any symbol necessary to forbid parking as he understood it.

M. SCHNEIDER (Austria) dissented. A sign to prohibit parking was essential in a city like Vienna, where parking places were few and far between. As regarded colour, he agreed with M. Pflug.

M. EGNELL (Sweden) thought the sign prohibiting parking came within the category of the other prohibition signs and should be red.

M. DE SCHULTHESS (International Union of Towns and Local Authorities) advocated the sign proposed in the Annex, since some countries had already put it up.

M. SILVELA (Spain) thought that the predominating colour of the circle should be red; but, as latitude had been left in other signs already approved, he proposed that the colour of the centre should be optional, and that the sign might perhaps bear the letter P. or N.P.

M. SCHÖNFELD (Netherlands) repeated his suggestion that N.P. on a red ground was the most logical solution. It was, in any case, illogical, in view of former decisions, to mix red and blue in any one sign.

M. MELLINI (Italy) had no objection to M. Silvela's proposal, but could not accept that of M. Schönfeld.

M. ROTHMUND (Switzerland) could not agree with M. Silvela, as the optional centre colour might confuse motorists. If necessary, in order to ensure uniformity, Switzerland would be prepared to change the proposed red and blue sign which had already been set up.

Colonel PERON (International Association of Recognised Automobile Clubs) said that the red and blue sign had been proved in practice to be intelligible to the motorists. He saw no objection to placing the letters N.P. upon it, but he could not approve of an all-red sign, since it resembled too closely the sign prohibiting passage to all vehicles.

M. PFLUG (Germany) asked that Germany might be allowed to continue to use black, white and red colours for the “no waiting” sign.

M. PERSYN (Belgium) pointed out that, in the case of the sign under discussion, the countries which would have to change their present signs would only need to repaint them. He suggested that the centre should be yellow, in conformity with the amber warning sign in light signals.

M. HANSEZ (International Association of Automobile Clubs) proposed that the red and blue sign should be used, but that red should predominate to a greater extent than shown in the Annex.

M. LE GAVRIAN (France) said that, if the sign were to bear any letters, these should not be N.P., since it was a sign prohibiting waiting.

The CHAIRMAN put to the vote the red and blue sign proposed in the original draft (Table III, Sign 16).

The Chairman noted that *the majority of the Committee were in favour of the red and blue sign proposed in the original draft.*

M. PFLUG (Germany) asked if it was in order to put on the blue ground information, such as hours of prohibition for parking.

The Committee assented.

DANGER SIGNS (continued).

The CHAIRMAN asked whether the Committee was of opinion that a red border should be added to danger signs.

M. HANSEZ (International Association of Recognised Automobile Clubs) pointed out that it had not been thought necessary to lay down rules in the 1926 Convention for the colour of danger signs, because the triangular form had been reserved exclusively for such signs. It would entail considerable expenditure if those already in use had to be changed, and he therefore suggested that there should be liberty in the choice of colour.

M. PFLUG (Germany) agreed.

M. ROTHMUND (Switzerland) formally objected to the proposal.

M. SCHÖNFELD (Netherlands) suggested that the Committee should confine itself to recommending the use of red with a white ground and a black symbol.

The Committee agreed to the proposal of M. Hansez.

RIGHT-OF-WAY SIGNS.

On the motion of M. PFLUG (Germany), *the Committee agreed that there should be liberty in the choice of colour of right-of-way signs.*

PROHIBITIONS AND TRAFFIC POLICE REGULATIONS.

The CHAIRMAN reminded the Committee of its decision that red should predominate in signs indicating prohibitions and traffic police regulations. Some of the delegates had desired to go further and to provide that the skeleton, as it were, of these circular signs should be red.

M. GHKA (Roumania) supported the latter proposal.

M. SCHNEIDER (Austria) said that the Austrian delegation was anxious that red should predominate, but would also prefer that the red should begin at the edge of the sign, and that the symbols should be white or black on yellow.

The Committee confirmed that red should be the predominant colour of signs indicating prohibitions and traffic police regulations, and agreed that the skeleton of the sign should be red.

INFORMATIVE SIGNS (continued).

M. PFLUG (Germany) suggested that there should be liberty in the choice of the colour of informative signs.

M. HANSEZ (International Association of Recognised Automobile Clubs) and M. GHKA (Roumania) supported M. Pflug on the understanding that the same colour would be used throughout the same country.

M. ROTHMUND (Switzerland) asked that a vote should be taken as to whether red should or should not be excluded from informative signs.

M. PFLUG (Germany) asked whether a red border would be prohibited if the decision were in the negative.

M. LE GAVRIAN (France) proposed that the Committee should adopt the principle of liberty in the choice of colour, on the condition that red should not predominate, and that it should express a preference for blue.

M. ROTHMUND (Switzerland) said he could accept M. Le Gavrian's proposal.

This proposal was adopted.

SIGN INDICATING DIRECTION TO BE FOLLOWED (continued).

M. LE GAVRIAN (France) thought some confusion might be caused if red were used for the sign indicating direction to be followed. (Conf. C.R.I, p. 11, table IV, sign 1) The motorist would naturally assume he must stop on seeing a red sign.

M. HANSEZ (International Association of Recognised Automobile Clubs) agreed, and suggested that this sign should be blue.

The Committee decided, by nine votes to three that the sign indicating direction to be followed should be a blue disc with a white arrow and that red should be prohibited.

PROPOSAL BY THE POLISH DELEGATION FOR INTRODUCING A WARNING SIGN FOR TRAMWAY STOPPING-PLACES AND A SPEED-LIMIT SIGN NEAR THE STOPPING-PLACES.¹

M. MINCHEJMER (Poland) submitted the following proposal :

“To show tramway stopping-places and indicate speed-limits for motor-cars near the stopping-places while passengers are entering or alighting, special signs will be introduced — viz., a round yellow disc with a symbolic representation of a tramway. The diameter of the disc will be at least 40 centimetres. Under the disc will be placed a rectangular white plate with a black inscription indicating the maximum speed — e.g., 6 kilometres an hour.

¹ See Annex 7, page 119.

“These two signs must be placed above or beside the ordinary indication of stopping-places and facing the direction of arrival, in such a way as to be visible to approaching vehicles at a distance of at least 25 metres.

“Stopping-places in front of which motor-cars must halt while passengers are entering trams and alighting therefrom will be provided with signs of the type described above, but the lower half of the round disc will be red (‘Signalrot’) and the rectangular plate will carry the word ‘Stop’.”

M. ROTHMUND (Switzerland) thought this proposal would be unsatisfactory in small towns where tramway stopping-places were frequently placed at intervals of 100 metres. He pointed out that, under the Convention, countries would be free to set up any necessary additional signs.

M. PFLUG (Germany) was opposed to M. Minchejmer’s proposal on the ground that it would increase unduly the number of signs on the road.

The Committee decided to take no action on M. Minchejmer’s proposal.

VIII. International Code of Symbols on Road Signs : Proposal of the Swedish Delegation.¹

On the motion of the CHAIRMAN, *the Committee decided to request the Permanent Committee on Road Traffic to continue its studies in regard to road signals and to consider the possibility of establishing an international code of symbols.*

IX. Protection of Signs (continued).

The CHAIRMAN reminded the Committee that there was a difference of opinion as to whether all advertising on road signs should be prohibited, or whether a limited amount of publicity could be permitted.

M. MELLINI (Italy) asked whether a distinction could not be drawn between the signs in town and country districts, and suggested that, while advertising should not be permitted in towns, it should be allowed within limits in the country.

M. SCHÖNFELD (Netherlands) was of opinion that no publicity should be allowed. To permit advertisements would inevitably lead to an increase in the number of signs, particularly as local authorities frequently benefited financially from advertisements. If it were not possible to prohibit all advertising on both posts and signs he would suggest that a recommendation be made to Governments to do their best to prohibit it.

M. ROTHMUND (Switzerland), M. EGNELL (Sweden) and M. FORSTNER (International Transport Workers’ Federation) supported M. Schönfeld’s arguments.

M. HANSEZ (International Association of Recognised Automobile Clubs) was of opinion that States should undertake to prohibit the setting up of advertisements resembling road signs. The automobile associations had, however, studied the question carefully and had reached the conclusion that, as advertisements made it possible for the local and the State authorities to recover some of their expenditure in road signs, a certain amount of advertising would have to be permitted on condition that it did not impair the effectiveness of the signs.

M. MINCHEJMER (Poland) saw no objection to permitting small advertisements, provided they did not endanger the safety of the roads.

The CHAIRMAN said that it would be difficult to find a text laying down the limits within which advertising might be permitted, and asked the Conference whether they could not accept the following draft, which had received the general approval of the Permanent Committee on Road Traffic, with the addition of the words in italics :

“The Committee . . . recommends that the competent authorities should take the necessary powers to forbid the display *on public roads or by the roadside* of any signs or notice-boards which might lead to confusion with the regular signs or render the latter difficult to read, or distract attention from them.”

The Committee adopted this text provisionally.

(The Chairman was obliged to leave the meeting and asked M. SCHÖNFELD (Netherlands) to take the Chair in his place.)

M. ROTHMUND (Switzerland) pointed out that the question of advertising was not yet settled and urged that the Committee should vote on the question whether it should be prohibited on danger signs.

M. PERSYN (Belgium) supported the proposal that there should be no advertising on danger signs. In Belgium, small advertisements were permitted on certain signs.

¹ See Annex 4, page 116.

M. RIEHL (Austria) pointed out that, in Austria, advertisements were prohibited on danger signs and signs indicating prohibitions, but were permitted on informative signs. As some administrations had contracts with advertisers, it would be necessary to provide a time-limit if all advertising was prohibited.

M. PCS (Netherlands) was of opinion that advertising would lead to an increase in the number of signs, of which there were already too many. Advertisements should be prohibited on danger signs.

M. GHİKA (Roumania) asked whether the initials of automobile and similar associations were regarded as advertisements. Many countries would be unable to introduce a complete system of road signals without the financial support of such associations.

A vote was then taken by roll-call as to whether the name or initials of automobile, touring or similar clubs was an advertisement. The voting was as follows :

Yes : Sweden.

No : Austria, Belgium, Czechoslovakia, Denmark, France, Italy, Monaco, Netherlands, Poland, Roumania, Spain, Switzerland.

Abstentions : Germany, Great Britain, Hungary, Lithuania.

The CHAIRMAN declared that *it was decided by twelve votes to one, with four abstentions, that the name or initials of a touring or automobile club was not an advertisement.*

On the motion of M. DUCHAINE, a vote was taken as to whether the name of the donor of the post, as such, was an advertisement, provided its size was limited and it did not injure the essential character of the sign, or render it difficult to read.

The voting was as follows :

Yes : Austria, Denmark, Germany, Great Britain, Hungary, Lithuania, Netherlands, Spain, Sweden, Switzerland.

No : Belgium, Czechoslovakia, France, Italy, Monaco, Poland, Roumania.

The CHAIRMAN declared that *it was decided by ten votes to seven that the name of a donor was an advertisement.*

On the motion of M. WALCKENAER (France) a vote was taken by roll-call as to whether an advertisement consisting of the name of a donor was permitted on road signs. The voting was as follows :

Yes : Belgium, Czechoslovakia, France, Hungary, Italy, Monaco, Poland, Roumania.

No : Austria, Denmark, Germany, Great Britain, Lithuania, Netherlands, Spain, Sweden, Switzerland

(M. STIEVENARD then returned to the Chair.)

APPOINTMENT OF A SUB-COMMITTEE.

The CHAIRMAN said that, in view of the small majority in the third vote—eight ayes and nine noes—and of the uncertainty of a number of members as to the bearing of the last two votes, the question could not be considered as finally settled. He suggested that a small sub-committee, consisting of the members named below, should endeavour to draw up a text on the basis of the three votes : M. ROTHMUND, M. GHİKA, M. SCHÖNFELD, M. DUCHAINE, and a representative of the Automobile Associations.

M. HANSEZ (International Association of Recognised Automobile Clubs) pointed out that the result of accepting the third vote as decisive would be that, in some countries, no one would be willing to bear the cost of replacing signs which had become out of date owing to the Convention, and the Committee's work would thus be rendered useless.

Colonel PERON (International Association of Recognised Automobile Clubs) urged that no rule should be laid down in the Convention in regard to advertising. If a definite rule were introduced, some countries might be unable to sign and ratify.

The Chairman's proposal was adopted.

COLOUR OF THE POSTS ON WHICH THE SIGNS ARE PLACED.

The CHAIRMAN asked whether the Committee agreed that sign-posts should be painted in the same colour as the signs, as had been suggested.

M. PFLUG (Germany) pointed out that some of the German States preferred to use their own colours.

M. HANSEZ (International Association of Recognised Automobile Associations) proposed that liberty should be allowed in the choice of colours, but that the same colours should be used throughout a country.

In reply to M. Pflug, he thought that the different German States could be allowed to use their own colours.

M. PFLUG (Germany) reserved his right to make proposals during the second reading of the Convention and Annex.

The Committee decided that there should be liberty in the choice of the colour of posts.

FIFTH MEETING

Held on March 20th, 1931, at 3 p.m.

Chairman : M. STEVENARD (Chairman of the Permanent Committee on Road Traffic).

X. Proposal by the Permanent International Committee for First Aid on Roads (continued).

The CHAIRMAN opened the discussion on the new text presented on this subject.¹

M. BEHAGUE (Permanent International Committee for First Aid on Roads), speaking on behalf of his Committee, agreed to the revised draft.

M. PFLUG (Germany) pressed the proposal he had made at the previous meeting for the postponement of this question. The unexpected submission of a new proposal made difficulties for certain Governments which had taken the original draft as a basis in studying the Conference's programme in conjunction with other Governments, and which could not take a decision on these new proposals without further consultation. Further, it was difficult to form an opinion how far the roughly sketched signals suggested, which had not been subjected to any practical test, would be visible and easy to comprehend. M. Pflug had, however, attempted to get into touch with his Government by telephone, and ask that the new proposal might be studied in Germany; but he had received no definite reply, and any opinion he might express would represent merely his personal view. Besides, the German Red Cross Society had passed on to another organisation the question of first aid on roads.

In the third paragraph of the original proposal of the Permanent International Committee for First Aid on Roads (Annex 5, page 118), M. Pflug suggested that the words : " This sign denotes a first-aid station organised by the Red Cross ", should be retained, and the words, " or by arrangement with the latter ", deleted.

The CHAIRMAN pointed out that the original text was no longer under discussion. The new text had been substituted for it.

M. ROTHMUND (Switzerland) read the relevant article in the International Red Cross Convention of July 27th, 1929, which made it plain that, with the assent of the Red Cross, the Government authorities or a touring club could use the Red Cross device to indicate a gratuitous first-aid station. It might suffice if a recommendation based on the article in the International Red Cross Convention were addressed to the Governments. It was not absolutely necessary, however, to have a separate signal in the draft Convention.

M. SCHÖNFELD (Netherlands) feared that most of the delegations were without the requisite instructions for signing the revised text. He supported the Swiss delegate's suggestion.

The CHAIRMAN noted that certain delegations could not agree to the addition of a new item to the Conference's agenda, and would consequently suggest that this new subject be dropped. He consulted the Commission as to whether or not it was willing to continue the discussion on a point which was not included in the agenda.

M. GHICA (Roumania) did not think it possible to postpone so important a question as the international regulation of first-aid station signals on roads.

By six votes to five the Committee decided to continue the discussion.

M. RIEHL (Austria) would be unable to enter into any undertaking affecting the obligations assumed by Austria under the 1929 Convention.

M. EGNELL (Sweden) pointed out that the Committee was expected to examine the proposal mainly from the technical standpoint. Its other aspects would come before the plenary Conference. From the technical point of view, he agreed to the proposal.

M. BEHAGUE (Permanent International Committee for First Aid on Roads) observed that the revised text did not mention the Red Cross. He stressed the great importance to the victims of accidents generally that the signals on first-aid stations should be quite visible.

¹ See Annex 5 (a), page 118.

M. LE GAVRIAN (France) drew attention to the nature of the commitments resulting from Articles 1 and 3 of the draft Convention. The Annex might perhaps comprise two categories of signals; (1) signals which the countries would undertake to adopt and (2) those which were simply recommended. The signals for first-aid stations would come within this latter category.

The Committee adopted M. Le Gavrian's suggestion.

XI. Sign indicating the Proximity of a Customs House (continued).

The Committee considered the three designs submitted—viz. :

- (1) A disc with a reproduction of the national flags of the adjacent countries;
- (2) A disc with a horizontal black band between two black circles;
- (3) A disc with the symbol of a sentry-box.

M. EGNELL (Sweden) pointed out that it would perhaps be necessary to change the ground colour according to the colours of the national flags. He therefore preferred the second proposal.

M. HANSEZ (International Association of Recognised Automobile Clubs) thought that designs Nos. 1 and 3 were the most striking, but were somewhat complicated. The second was simpler, but less expressive. Would it not be possible to have a disc with a red border and an arrow pointing downwards?

M. GHKA (Roumania) was anxious to obviate confusion with other signals. He would prefer design No. 1.

Colonel PERON (International Association of Recognised Automobile Clubs) observed that certain Customs officers might perhaps have objections to putting up a foreign flag in front of the Customs-house.

M. LE GAVRIAN (France) replied that each disc need have only one flag.

M. EGNELL (Sweden) suggested that design No. 2 might be combined with an arrow pointing to the site of the Customs house.

M. GHKA (Roumania) observed that, in certain countries, the Customs house was symbolised by a swing-gate; an oblique line might perhaps be adopted.

M. PFLUG (Germany) could not form an opinion without having seen a full-size model exhibited in daylight.

Colonel PERON (International Association of Recognised Automobile Clubs) reminded the Committee that his association had adopted a red disc as the Customs-house sign. This might be combined with design No. 2.

The CHAIRMAN proposed that no decision should be taken until the Committee had had an opportunity of inspecting full-size models of Nos. 1 and 2.

Agreed.

XII. Protection of Signs (continued) : Text proposed by the Sub-Committee.¹

M. MELLINI (Italy) asked why the introductory sentence to paragraph 2 had not been inserted as a preamble to the whole draft.

The CHAIRMAN replied that the powers mentioned in paragraph 2 as belonging to the authorities could not apply to the words "or in the immediate vicinity" in paragraph 1.

M. PFLUG (Germany) asked what would be the position in the case of private roads used for public purposes.

The draft text was adopted unanimously.

XIII. Annex to the Draft Convention concerning the Unification of Road Signals (continued).

CHAPTER V.—LIGHT SIGNALS FOR REGULATING TRAFFIC.

The CHAIRMAN thought that it would be difficult to obtain unanimity with regard to Chapter V. It would probably, therefore, be better to leave it entirely outside the Convention.

M. MELLINI (Italy) would regret it if the opportunity afforded by the present Conference were not taken to make at any rate a recommendation to countries which were prepared to introduce this method of signalling.

M. LE GAVRIAN (France) observed that the members of the Committee were not experts on this subject. The Committee might perhaps confine itself to recommending that investigations be made by persons qualified to do so, with a view to a decision at a later date.

¹ See Annex 8, page 119.

The CHAIRMAN proposed that M. Mellini and M. Le Gavrian should be asked to draw up a draft recommendation, which might possibly be appended to the Convention.

M. HANSEZ (International Association of Recognised Automobile Clubs) pointed out that this question had been studied by the representatives of the road users, and asked whether he might be authorised to assist M. Mellini and M. Le Gavrian.

APPOINTMENT OF A DRAFTING COMMITTEE.

The CHAIRMAN was sure that any assistance would be welcomed. The Drafting Committee accordingly would consist of M. LE GAVRIAN, M. MELLINI and M. HANSEZ.

M. PFLUG (Germany) suggested that the small Drafting Committee might consider the possibility of immediately proposing a few definite rules. Members, for instance, appeared to be unanimous upon the importance of red and possibly of green.

M. FORSTNER (Transport Workers' International Federation) urged the need for solving this issue at the present Conference. Light signals were already used very widely, and, unless the system were unified, the position would become chaotic, and would make driving very difficult.

The CHAIRMAN said that the small Drafting Committee would endeavour to select a few clear principles on which agreement appeared feasible at the present stage.

M. MELLINI (Italy) said that if it was proposed to transform the small Drafting Committee into a committee of investigation it would have to be enlarged.

The CHAIRMAN explained that the small Drafting Committee would submit proposals, based on the suggestion which had been made, after conferring with those members who had made them.

Agreed.

XIV. Signalling by Traffic Police and Drivers.

The CHAIRMAN did not think it possible to settle this matter at present. It would, however, remain on the agenda of the Permanent Committee on Road Traffic.

M. HANSEZ (International Association of Recognised Automobile Clubs) said that this subject had already been studied—in particular, by the Automobile Club and Touring Associations. Agreement could probably be reached quite easily.

M. SCHNEIDER (Austria) thought that the question should at any rate be broached at the present Conference. It should be an obligation for all large towns to issue instructions to their police officers. It would make it easier to have a common system if the views of the Conference were known.

M. LE GAVRIAN (France) objected that the question had been placed on the agenda without due notice. It was one of some importance, because signals by the police represented an order to drivers. The matter might be referred to the Permanent Committee on Road Traffic.

M. SCHÖNFELD (Netherlands) agreed that the question came within the jurisdiction of the municipalities of large towns; delegates had not had an opportunity of conferring with them, and would therefore need further instructions. He would have difficulty in accepting even a recommendation.

The CHAIRMAN observed that, in 1928, the Permanent Road Traffic Committee had sent the Governments a pamphlet containing a certain number of recommendations. The replies seemed to show that the authorities took little interest in the matter. He proposed to set up a sub-committee which would make proposals on the basis of the 1928 report.

APPOINTMENT OF A SUB-COMMITTEE.

The proposal of the Chairman was adopted, the Sub-Committee to consist of M. LEMAIRE (Belgium); M. PFLUG (Germany), (M. Pflug to be entitled to send M. Reitz in his place); M. DE SCHULTHESS (International Union of Towns and Local Authorities); M. FORSTNER (Transport Workers' International Federation).

XV. Annex to the Draft Convention concerning the Unification of Road Signals (continued).

SETTING-UP OF RIGHT-OF-WAY SIGNPOSTS.

M. SCHNEIDER (Austria) proposed that this sign should not be included among danger signs, that there should be special regulations for it, and that the sign must be put up very near road crossings.

The CHAIRMAN urged that it was most undesirable to re-open a discussion which would affect the decisions taken with regard to other signs. The Permanent Committee on Road Signalling, which had examined the question, had considered that, as the brake-power increased in proportion to the increase in engine-power, the distance of the danger signal from the cross-roads might be reduced from 150 to 100 metres. As the distance for right-of-way signals was to be 60 metres,

the difference would be too small to justify a special category, inasmuch as a certain latitude had been allowed in regard to signals taken as a whole. The Committee was therefore asked whether it would agree to reduce the average distance for the danger signal to 100 metres, always provided that the distance for right-of-way signals would be determined according to local conditions.

M. RIEHL (Austria) drew attention to the possibility of a conflict between the decisions which the Committee was asked to take and the provisions of the 1926 Convention, to which certain countries outside Europe were parties. Countries should be allowed the option of varying the distance specified in the 1926 Convention in the case of right-of-way signals, because the choice of the site would depend on local conditions.

The CHAIRMAN remarked that the Committee might draw the attention of the jurists to the connection between the draft Convention under consideration and that of 1926, and abide by their decision. There was no intention of modifying the 1926 Convention—in fact the present Convention would be supplementary to the previous one.

M. PERSYN (Belgium) suggested that the distance specified in the 1926 Convention was too great for right-of-way signals. The matter could be settled without affecting the 1926 Convention, because the latter laid down that, when the distance was appreciably less than 150 metres, special arrangements would have to be made. That surely applied to right-of-way signals. It was an entirely new signal which was not used in many countries. The signal might be a triangle standing on its apex set up nearer the cross roads than the danger signal and on a red or red-and-white post.

M. HANSEZ (International Association of Recognised Automobile Clubs) pointed out that, in big towns, it would be impossible to fix a distance for right-of-way signals, since this would depend on individual circumstances. The best distance on the road would apparently be 100 metres.

In reply to a remark by M. Rothmund (Switzerland) with regard to dangerous cross-roads signals, the CHAIRMAN reminded the Committee that the principle as to right-of-way signals had already been adopted. The question under discussion was the distance at which they should be set up.

M. MINCHEJMER (Poland) thought that it was for the authorities to determine on their own responsibility the site for setting up signal posts.

M. SILVELA (Spain) thought 100 metres ample.

The Committee decided in favour of a distance of 100 metres.

XVI. Proposal by the Swedish Delegation.

M. EGNELL (Sweden) called attention to the proposals in his delegation's note (Annex 4, page 116):

- (1) Symbols to be codified in order to obviate inscriptions unintelligible to foreigners;
- (2) Dimensions of signs to be standardised; speed and weight rules to be given in figures, etc.;
- (3) Signs representing lorries, cars and motor-bicycles to be simplified.

Good results had been obtained by the lighting of discs and triangles with reflectors.

M. LE GAVRIAN (France) suggested that the question of reflectors should be postponed, as it was connected with that of night signals.

M. PFLUG (Germany) added that the experiments being made in Germany in this matter had not yet been concluded.

M. EGNELL (Sweden) would merely ask that the use of reflectors should not be forbidden.

The CHAIRMAN replied that this was self-evident. The question of reflectors, moreover, was still on the agenda of the Permanent Committee on Road Traffic.

M. PFLUG (Germany) did not wish to object to Sweden's using simplified designs to represent lorries, motor-cars and motor-bicycles, but could not form a judgment until practical tests had been made.

XVII. Proposal by the Austrian Delegation.

M. RIEHL (Austria) referred to the observations in his delegation's memorandum (Annex 9, page 119) concerning right-of-way signals. In regard to speed-limits, Austria would agree to a blue disc without figures but with the letter L, the initial letter for "Slow" in many languages.

The CHAIRMAN said that the Committee would be convened later to consider the text to be drafted on the basis of the decisions that had been taken.

SIXTH MEETING

Held on March 25th, 1931, at 3.30 p.m.

Chairman: M. STEVENARD (Chairman of the Permanent Committee on Road Traffic).

XVIII. Report by the Sub-Committee on Signalling by Traffic Police and Drivers.

M. DE SCHULTHESS (International Union of Cities and Local Authorities) read and commented on the report by the Sub-Committee on Signalling by Traffic Police and Drivers (see Annex 10, page 122).

It must be remembered that the Governments were awaiting the Conference's resolutions before adopting a uniform system of signalling for the police. The Sub-Committee had consequently thought it desirable that the system should be mentioned in an annex to the Convention.

M. LE GAVRIAN (France) observed that some of the delegations, in particular his own, had no qualified experts to take a decision on this question, which had not been placed on the agenda; nor were they in possession of powers for this purpose. He proposed, accordingly, that no decision should be taken, but that the examination of the question should be continued.

M. FENSKI (International Federation of Christian Factory and Transport Workers' Trade Unions) said that the workers' organisations represented at the Conference would have preferred to have the rules concerning signalling by traffic police embodied in the Convention itself. As this, however, was impossible, they would be satisfied with a recommendation in favour of an international regulation dealing with these signals.

The CHAIRMAN noted that the Committee agreed on the following propositions: The attention of the Governments to be drawn to the need for continuing at the earliest possible moment the enquiry as to an international regulation for signalling by traffic police; the Governments to be recommended to adopt at least the first three signals in the report by the Permanent Road Traffic Committee; the Permanent Road Traffic Committee to carry on the enquiry in co-operation with the International Union of Cities and Public Authorities.

The report of the Sub-Committee was approved.

XIX. Report by the Sub-Committee on Light Signals.

M. LE GAVRIAN (France) read and commented on the report¹.

The CHAIRMAN noted that the Committee agreed to the recommendation that a detailed study, based on the experiments now being made, should be pursued with a view to determining exactly the respective merits of the different systems and the factors to be borne in mind in making a choice among them, with a view to the adoption of as uniform a system as possible, such study to be carried out by the Road Traffic Committee.

The report of the Sub-Committee was adopted.

XX. Draft Convention on the Unification of Road Signals (continued)².

ARTICLES 1, 2 AND 3 (continued).

The Chairman read articles 1-3 which were adopted.

NEW TEXT OF ARTICLE 4 (ANNEX 8, PAGE 119), ARTICLE 5 (FORMERLY 4) (continued),
AND ARTICLE 6 (FORMERLY 5) (continued).

These articles were adopted.

M. WALCKENAER (France), with reference to the new paragraph to Article 3, observed that, in certain countries, more especially France, the powers possessed by the administration to make rules for the immediate vicinity of public highways were subject to certain restrictions which would prevent the Governments from assuming any hard and fast commitments. It must also be remembered that, although the French Government was free to enter into undertakings concerning the *routes nationales*, which were directly under its jurisdiction, it could not do so to the same degree for the other roads which were under the jurisdiction of other authorities. In order, therefore, to facilitate the acceptance of the Convention by the various countries, M. Walckenaer would strongly advise that the wording should not be too categorical.

The formal articles having been referred to the Drafting Committee, Articles 6 and 7 were not considered by the Committee.

¹ See document C.234.M.102.1931.VIII, page 9.

² See document Conf. C.R./1. 1930.

ARTICLE 8 (*continued*).

M. PFLUG (Germany) observed that, under Article 8, any amendment of or addition to the Convention must be agreed to by all the contracting parties. The object of the Convention was to standardise road signals, but it would be wrong to preclude improvements in future. He considered the terms of Article 8 too rigid, and would therefore suggest that the article should be amended so that proposals for amendments or additions would have to be accepted by the majority of the contracting Parties instead of *by all*.

The CHAIRMAN did not think it possible to amend a Convention without employing the procedure which had been followed in concluding it. Hence, a Convention adopted by a conference could only be amended by a fresh conference; since, otherwise, the minority would be forced to accept amendments on which it had been unable to express an opinion. Consequently, the abridged procedure of amendment by correspondence, as suggested by M. Pflug, could only be allowed in cases where there was complete unanimity.

M. EGNELL (Sweden) thought a distinction must be made between amendments and additions. Amendments should be made difficult, but greater facilities should be given for additions.

PROPOSAL OF THE REPRESENTATIVE OF THE INTERNATIONAL UNION OF TOWNS
AND LOCAL AUTHORITIES.

M. DE SCHULTHESS (International Union of Towns and Local Authorities) thought that the following procedure might be helpful. If the Governments recognised the need for adopting new signals, they would notify them to the Permanent Road Traffic Committee, which would advise all the contracting parties. He would therefore propose the following recommendation :

“ The Conference recommends the contracting parties to assure themselves that any signals necessitated by new traffic regulations are chosen in co-operation with the Permanent International Road Traffic Committee.”

M. FENSKI (International Federation of Christian Factory and Transport Worker's Trade Unions) asked that the worker's organisations represented at the Conference might be authorised to attend in an advisory capacity the discussions in the Road Traffic Committee of any changes proposed in the system of signalling laid down by the Conference.

M. PFLUG (Germany) stressed the high cost of any changes in road signals. It should not be possible for a single country to bring about changes in the signals adopted by the Conference.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that, although the procedure for amending the system contractually adopted by the Conference must necessarily be very strict, the Convention gave States a certain measure of freedom as to the adoption of additional signals, provided that such signals were of a nature to be included in one of the categories established by the Convention. It might be advisable to recommend that Governments should, in all possible cases, ask the opinion of the Road Traffic Committee before bringing such additional signals into operation, with the object of preserving international uniformity as far as possible.

As regards Article 8 of the original draft, it should be mentioned that, although it is understood that a far-reaching amendment to the Convention could not be adopted without calling a conference, it might nevertheless be advisable to provide for a more simple and more elastic procedure as regards amendments or additions of details—namely, unanimous consent of the contracting parties, it being possible to give such consent by correspondence.

M. ROTHMUND (Switzerland) underlined the danger of opening the way to changes in the system of signals. Each delegate should go home with an assurance that procrastination was at an end, and that the signal system would hold good for a number of years.

He proposed that each country should be requested to supply the Road Traffic Committee with complete information on all the signals employed in its territory.

The Committee decided to make no change in Article 8. It likewise adopted the recommendation proposed by M. de Schulthess, the recommendation to be linked to Article 3.

XXI. Title of the Convention.

The Committee decided to adhere to the title in the preparatory document—viz., Convention on Road Signals—the report to make it clear that the Convention dealt with signals on the road and in towns.

XXII. Time-Limit for the Denunciation of the Convention (Article 9).

After an exchange of views, the Committee decided that the transitory period should be fixed at five years, and the time-limit for denunciation three years after the expiry of the transitory period, the final time-limit for denunciation consequently to be eight years from the entry into force of the Convention.

M. CONTOUMAS (Greece) called attention to the fact that no provision was made in the Convention as to the date of the entry into force of the amendments or additions adopted as a result of the application of Article 8 of the draft. He proposed that the Secretariat should also be requested to consult Governments on this special point.

Agreed.

XXIII. Annex to the Draft Convention concerning the Unification of Road Signals (continued). (Text proposed by the Drafting Committee.)

The CHAIRMAN read the text proposed by the Drafting Committee.

The text was adopted with certain drafting modifications (see document C.231.M.99.1931.VIII).

In the course of the discussion M. WALCKENAER (France) urged that the red disc, and preferably the full red disc, should be kept for the sign prohibiting all thoroughfare, as this sign was easy to put up in case of emergency.

M. EGNELL (Sweden) pressed strongly for the right to substitute light yellow for white on signs.

Agreed.

M. SCHÖNFELD (Netherlands) asked that, where a disc indicated the limit of weight, such weight might be calculated on the axle so as to facilitate verification by the authorities.

In reply to a question by M. Bilfeldt (Denmark), the CHAIRMAN replied that the authorities of any country were free to specify the weight of vehicles in such manner as they thought most suitable. There was nothing in the Convention to preclude the inscription on the back of discs indicating a speed-limit of a statement as to the point at which such restriction terminated. Discs of that kind were placed at the beginning and end of passages where a high speed would be dangerous.

APPOINTMENT OF A SUB-COMMITTEE.

The question of the sign to be adopted for "No Parking" and "No Waiting" was referred to a sub-committee consisting of M. PFLUG, M. LE GAVRIAN, M. DE SCHULTHESS, M. SCHNEIDER, M. SCHÖNFELD, M. PERSYN and M. ROTHMUND.

Section (f) of the Annex (waiting prohibited) was therefore reserved.

SIGNALLING IN GERMAN TOWNS.

M. ROTHMUND (Switzerland) referred to M. Pflug's observation concerning the difficulty which the German Government might have in altering the signs adopted in the big German towns, which were in the form of an arrow with the head downwards and a disc in the middle. M. Rothmund thought that these signs might be regarded as complying with the uniform system laid down in the Convention if, instead of doing away with the head and barb of the arrow, the German Government had these parts simply painted white so that only the disc would contain any red.

M. PFLUG (Germany) was unable to reply on this matter. It should, however, be observed that the German authorities considered that discs and circular signs generally did not give satisfactory results, whereas the white parts of the arrow extending beyond the disc considerably increase the visibility of the sign. These signs, therefore, had only been adopted after very thorough tests had been made.

DIMENSIONS OF THE SIGNALS.

The Committee decided that it was not desirable to determine a minimum diameter for discs, inasmuch as the size of the disc would have to vary according to the place where it was to be set up.

SIGN INDICATING THE PROXIMITY OF A CUSTOMS HOUSE.

After an exchange of views concerning the sign for stopping in the proximity of Customs-houses, the Committee decided by a vote in favour of a disc with a black horizontal transverse bar in the middle between two black circles, one above and the other below.

SEVENTH MEETING

Held on March 26th, 1931, at 3 p.m.

Chairman: M. STIEVENARD (Chairman of the Permanent Committee on Road Traffic).

XXIV. Report of the Sub-Committee appointed to submit Proposals concerning a Sign prohibiting Waiting and a Sign prohibiting Parking.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the Committee thought it necessary to use two different signs—one indicating “parking prohibited” and the other “waiting prohibited”, it being understood that the sign “waiting prohibited” could be used in cases where both parking and waiting were prohibited.

The Sub-Committee submitted the following proposals:

“Waiting prohibited.”—This sign shows that waiting is prohibited at the side of the public road where it is placed. The centre of the disc is blue and is surrounded by a wide red border with a diagonal red stroke. It may bear inscriptions giving supplementary information such as the hours during which waiting is prohibited, etc.

“Parking prohibited.”—Red disc with circular centre in a light colour bearing the letter P with a diagonal red stroke.”

The Sub-Committee had considered the observations of those delegates who did not feel that the signs suggested were sufficiently visible, and it had endeavoured to avoid confusion with the general sign prohibiting passage. It had also taken into account the fact that, in many countries, signs prohibiting waiting or parking had already been introduced.

M. MELLINI (Italy) said that there would be difficulties in the way of accepting the sign prohibiting waiting, as Italy had already introduced the red sign with a blue centre.

The sign indicating “waiting prohibited” was adopted.

M. LE GAVRIAN (France) suggested that the words “in a light colour” in the description of the sign indicating “parking prohibited” should be replaced by the words “in white or light yellow”.

His proposal also applied to signs giving definite instructions.

This proposal was adopted.

The sign indicating “parking prohibited” was adopted with the above amendment.

XXV. Sign indicating the Proximity of a Customs House (continued).

M. LE GAVRIAN (France) suggested that the two black circles on the proposed Customs-house sign should be replaced by the word “Customs” in the languages of the countries of departure and arrival.

M. FORSTNER (International Federation of Transport Workers) thought it superfluous to place any inscription on the sign.

M. Le Gavrian’s proposal was adopted.

M. PFLUG (Germany) reserved his right to make a suggestion in connection with the Customs sign in the plenary Conference.

The CHAIRMAN declared closed the discussion on the Annex to the draft Convention on Road Signals (see document C.231.M.99.1931.VIII).

XXVI. Report on the Work of the Committee.¹

The CHAIRMAN read the report.

M. ROTHMUND (Switzerland) proposed the adoption of the report.

M. DE SCHULTHESS (International Union of Towns and Local Authorities) reminded the Committee that it had been decided to recommend that States wishing to adopt additional signs should ascertain the views of the Permanent Committee on Road Traffic before introducing them.

The Committee agreed to mention this point in connection with Article 3 of the Convention and to propose to the Conference to include it as a recommendation in the Final Act.

The report was adopted, subject to the above amendment and to various drafting amendments.

XXVII. Close of the Session.

The CHAIRMAN declared the session closed.

¹ See Annex II, page 122.

ANNEXES

TO THE MINUTES OF THE COMMITTEE ON ROAD SIGNALLING.

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ANNEX 1.

[Conf. C.R./S.R./9].

EXTRACT

FROM THE PROPOSALS SUBMITTED BY THE INTERNATIONAL FEDERATION OF TRANSPORT WORKERS (AMSTERDAM) (HEREAFTER REFERRED TO AS I. F. T.) WITH A VIEW TO MODIFYING OR SUPPLEMENTING THE INTERNATIONAL CONVENTION OF APRIL, 24TH, 1926, ON MOTOR TRAFFIC.

The proposals of the I.F.T. have also been adopted by the delegation of the Federation of Christian Factory and Transport Workers' Organisations.

Generally speaking, the proposals given below regarding road signals, which are now jointly sponsored by the I.F.T. and the Federation of Christian Factory and Transport Workers Organisations, agree with the proposals which appear in the original draft and which have already been partly adopted by the Committee on Road Signals. It will therefore be sufficient to submit to the Conference the concrete proposals given below regarding the signals to be made by the drivers of motor-cars and the police officers controlling traffic, regarding the corresponding signal discs and signal lights, and regarding the lighting of refuges, obstacles, and cross roads.

The above-mentioned organisations consider that the work of the Conference with regard to signals would be incomplete and would prove insufficient in practice unless international agreements were also concluded with regard to the signals to be made by motor-car drivers and police officers controlling traffic.

Accordingly, the above-mentioned organisations propose that a sub-committee should be set up to submit suitable proposals to the Conference.

The following extracts from the proposals of the I.F.T. for the modification or completion of the International Convention of April 24th, 1926, on Motor Traffic, might serve as a basis for the discussions of this Sub-Committee.

REGULATION OF TRAFFIC (SIGNALS).

A. *The following signals shall be used by drivers of vehicles, in good time and whenever the safety of the traffic so requires :*

1. "I am turning left" : Extension of signalling apparatus at the left side of the vehicle.
2. "I am turning right" : Extension of signalling apparatus at the right side of the vehicle.
3. "Attention I am slowing down" : Arm to be held out toward the middle of the road and moved upwards and downwards.

During a maximum transitional period of . . . years, signals given with the arms shall be permitted.

Signal 3 may also be given by a "Stop" light; on motor vehicles, this light must be illuminated automatically by the operation of the foot-brake lever.

The "Stop" light must project a red-yellow or orange light rearwards and must be attached at not more than 30 centimetres from the red rear light (or reflector, as the case may be).

B. Signals to be given by police officers appointed to regulate traffic :

1. "Stop" : The officer holds out both arms horizontally.
2. "Part of the traffic stop" : The officer holds out one arm horizontally at right angles to the direction of movement of the traffic to be stopped.
3. "Go ahead" : The officer does not hold out his arm in the direction in which movement of traffic is free but gives the "Stop" signal as necessary for traffic moving in other directions.
4. "Come on" (*i.e.*, cancelling the prohibition effected by the "Stop" signal) : The officer holds out one or both arms in the direction from which traffic is released and bends the arm so that his fingers touch his shoulder; if necessary, the signal is to be repeated.
5. "Go slow" : The officer moves one or both arms a few times up and down from the horizontal position.
6. "Go quicker" : The officer moves one arm quickly forwards in front of him a few times.
7. "Attention" : The officer raises one or both arms momentarily upwards or gives a whistle signal.
8. "Halt" : To halt a particular vehicle the officer stands on the road facing it with one hand raised against it.

If after the "Stop" signal has been given one or more vehicles are waiting at a crossing, the officer may bring down his arms from the "Stop" position.

Vehicles held up by the "Stop" signal must wait behind a "Stop" line marked on the road.

One or more vehicles waiting at a crossing shall be regarded as equivalent to a "Stop" signal for approaching traffic travelling in the same direction. Before traffic in a particular direction is released, the traffic officer must resume the "Stop" position and then give the changed signal.

When signals are being changed, the "Attention" signal should not be given; its use as a warning in advance of a change of signals is, however, permissible.

The signals for the regulation on traffic described under B 1, 3 and 4, may also be given by means of mechanical devices.

C. Signal Plates.

1. "Stop" can be signalled by a red plate with a clear and concise inscription in white, placed at right-angles to the line of traffic to be held up.
2. "Go ahead" or "Come on" can be signalled by a green plate, with, if necessary, the appropriate inscription in white, placed at right angles to the line of traffic to be released.

In the regulation of traffic by signal plates, the use of the green plates for signalling "Go ahead" or "Come on" may be dispensed with if the signal plate at the centre of the crossing is visible.

D. Signal Lights.

1. "Stop" is to be indicated by a red light.
2. "Go ahead" or "Come on" by a green light.

One light must always be shown for the regulation of traffic; the extinction of a light shall not be regarded as a signal.

An "Attention" signal may be used in the regulation of traffic by means of signal plates or signal lights. This signal shall be given by means of a whistle, by the raising of one arm, or by means of an intermittent yellow light.

The regulation of traffic in several directions at a complex crossing shall be effected by a series of lamps in combination, which may be composed of three lamps side by side; one for traffic turning to the right, one for traffic turning to the left, and one for traffic going straight ahead.

The lamps suggested for traffic going straight ahead and for traffic turning to the right can be united in one signal, in this case there would be only two lamps, one beside the other.

The following signals shall be used in the case of a series of lamps in combination :

1. "Stop" shall be indicated by a red light.
2. "Go ahead" or "Come on" shall be indicated by a green illuminated arrow.

These signal lamps, or series of lamps are to be fixed at a height of not less than 2.5 metres and not more than 5 metres above the surface of the road and as nearly as possible over the middle of the crossing or on the side of the road on which the traffic moves.

Series of lights in combination shall be so arranged that the top light is red and the bottom one green. If a yellow is used it shall be placed in the middle.

E. *Lighting of Island-Refuges and Obstructions.*

Illuminated island-refuges and obstructions on the road must be lit with :

1. A *green* light, if traffic may pass on both sides; or
2. A *white* light, if traffic must keep to the side nearest to the edge of the road; or
3. A *red* light, if traffic must pass by the side nearest to the middle of the road.

Dangerous crossings may be indicated by a *white* intermittent light.

These lights must be placed at least 0.5 metre and at most 1.4 metre above the surface of the road.

Each of the contracting States will endeavour to prevent, so far as lies in its power, the setting-up along its roads of plates or lights of any kind which may give rise to confusion with the regulation plates and lights or are liable to impair the visibility thereof.

CONSIDERATION OF THE OTHER RECOMMENDATIONS OF THE I.F.T.

The hope is expressed that the Conference will promptly consider the other proposals of the I.F.T., not given in detail here, with regard to the modification or completion of the International Convention of April 24th, 1926, on Motor Traffic.

ANNEX 2.

[Conf. C.R./S.R.II.]

OBSERVATIONS BY THE GERMAN GOVERNMENT RELATING TO THE UNIFICATION
OF ROAD SIGNALS.

I. GENERAL.

Germany recognises the importance of uniform road signals in international motor traffic. Although Germany introduced a new system of road signs at considerable expense shortly before the League Committee on Road Traffic began its efforts to unify the system, she is, nevertheless, prepared to adapt her system to an international agreement, provided she has a guarantee that the international system will also be used in adjacent countries, that it is not less advantageous than the existing German system, and that a suitable transition period is provided.

Germany further notes with satisfaction that, instead of the numerous international bodies which have up to the present endeavoured to unify road signals, the League of Nations has taken the matter in hand and will secure the execution of international conventions by means of agreements with the Governments of the countries concerned.

In Germany's opinion, the road signals must comply with the following conditions :

1. The signs must be conspicuous; *conspicuousness* is the most important requirement from a psychological point of view, for, in traffic practice, it is particularly important that the chauffeur's attention should be attracted at as great a distance as possible by means of conspicuous signs which stand out from their surroundings. The signs must be conspicuous, not only in bright sunshine, but also in dull weather. Special importance must be attached to the conspicuousness of signs placed in thickly inhabited districts.

2. The signs themselves must be *easily perceptible to the naked eye* at a comparatively great distance, so that they make a clear optical impression at the earliest possible moment. They must be so easily perceptible that the chauffeur has always sufficient time to act in accordance with them. In order to improve their perceptibility, the road signals should be of different shapes; the shape acts as a preliminary signal to the chauffeur, and is, therefore, of great importance for the rapidity of his decisions. The signs can only be made easily perceptible if strongly contrasting colours are used which do not lose in visibility when darkness falls. The contrast between black and white deserves special attention in this connection.

3. The signs must be *obvious—i.e.*, their significance must be immediately clear without any mental effort. It is desirable to adopt a system in which the printed characters explaining the meaning consist exclusively of signs in international use (*e.g.*, figures, weights and measures), so that a knowledge of the language of the country is unnecessary. The signals will be most obvious if symbols are used.

4. The number of road signals should be as restricted as possible.

The League of Nations proposal distinguishes between danger, speed-limit, prohibition and informative signs; the danger signs in this proposal also include the "right of way sign". The League of Nations proposal has no signs for marking places where for special reasons cautious driving is necessary (the vicinity of schools, churches, playing grounds, hospitals, theatres, workshops, etc.). Such signs are necessary, not only in accordance with German, but also with American experience (see the latest report of the National Conference on Street and Highway Safety, Washington, September 1930).

It is not clear under the League of Nations proposal what signs are to be used for a prohibition to turn to the left, permission to park only at certain times, restrictions for pedestrians, etc. Although many things can and must be left open pending future developments, it would nevertheless appear to be desirable to supplement the League of Nations proposal immediately by including a sign for places where cautious driving is necessary, and to leave a possibility for further additions by classifying the shapes of the signs in advance.

According to the League of Nations proposal, the triangle with the point upwards is used as a danger sign, the triangle with the point downwards as a right-of-way sign, the rectangle as a speed-limit sign and the round tablet both as a sign prohibiting passage and as an informative sign. It should be considered whether the rectangle should not be introduced in general as a speed-limit sign, for marking places where cautious driving is necessary, and as an informative sign, as these signs are most likely to require supplementing, and the rectangle is the most suitable shape for that purpose.

According to the League of Nations proposal, the various signs are also distinguished by their colour. For the danger signs, the choice of colours is left open; right-of-way signs are red, complete prohibitions also red, partial prohibitions a combination of red and white, and "no waiting" signs blue and red. In Germany's view, there are strong objections to these proposals regarding colours. In the present German system, all traffic police signs are white, with black lettering and a red border. With this uniform system of colours the chauffeur can immediately distinguish signs requiring him to take certain action from other signs. In view of the limited choice of colours used, it was also possible to prohibit the same combination of colours for advertising purposes. It would have been impossible to issue such a prohibition if the traffic signs had been in various colours, as this would have left too little scope for signs used for commercial purposes.

It is also doubtful whether, in view of the difference in climatic conditions, a uniform system of colours can be used for all countries. Countries which are frequently subject to dull weather have not the same requirements in respect of colours as countries with much sunshine; in districts covered for long periods with snow, signals with full surfaces cannot be used. Moreover, it has not yet been decided what combination of colours can be the most easily and reliably made luminous; this is of great importance for improving visibility at night.

In Germany's opinion, it is therefore a matter for investigation whether the international agreement can be extended to colours at all or must be restricted to the shape of the signs and symbols, as was done in respect of danger signs by the International Convention on Motor Traffic of April 24th, 1926.

Germany approves the idea underlying the League of Nations proposals that, for the present, the sizes of the signs should not be fixed.

The following remarks may be made on the various points of the Convention :

II. TEXT OF THE CONVENTION.

The transitional period of five years provided for in Article 1 is the minimum that can be allowed; in Germany's opinion, it is impossible to reduce this period to less than five years.

It must be made clear that the obligation laid down in Article 3, sentence 2, only applies in so far as special categories of road signals have already been provided by the Convention.

As the effect of road signals may be greatly reduced by advertisements, Article 3 or a new article should prohibit or at any rate restrict, the use of advertisements.

It is satisfactory that Article 7, paragraph 1, Article 8, and Article 10, paragraph 1, facilitate subsequent modifications in the Convention.

III. ANNEX TO THE CONVENTION.

I. *Danger Signs.*

The signs prescribed in Table I, Nos. 1 to 6, correspond to those laid down in the International Convention on Motor Traffic of April 24th, 1926; the only difference is the provision that sign No. 6 should be red. It would appear to be superfluous again to prescribe signs which have

already been laid down in a previous Convention. It should be pointed out that the States parties to the Conventions will probably not be the same in the two cases. Germany has, in general, introduced the danger signs of the International Convention of April 24th, 1926, in the form of white tablets with black characters and a red border. Germany could not agree to any changes.

Table I includes a further sign informing the chauffeur that vehicles travelling on a road which he is approaching have the right-of-way. It is considered advisable to introduce such a sign. Germany has no objections to the sign proposed. It is assumed that sign No. 7 is not hollow like No. 6, but presents a complete surface. It would appear to be doubtful whether this sign can be regarded as a danger sign. In Germany's opinion, it would be more correct to place it in a separate class. It must be laid down that the contracting States are not obliged to place this sign at all crossings of main and secondary roads.

2. *Speed-Limit Signs.*

The proposal is approved, provided these signs may also be white with black lettering and a red border, and that additional indications may be given on the sign, such as "motor vehicles exceeding 5.5 tons total weight: 25 *kilomètres*" and the like.

3. *Signs prohibiting Passage.*

In accordance with the League of Nations proposal the sign prohibiting passage consists of red discs with white symbols above a white rectangular sign with black lettering, or of red rings above a white sign with black symbols and black lettering. In Germany's opinion, both kinds of signal are not as conspicuous as they should be in view of their importance. The most unsatisfactory is the red ring above a white sign containing a black symbol and black lettering; these signs do not stand out sufficiently from their surroundings, especially if the background consists of painted houses or coloured advertisements; it is a particularly unsatisfactory feature that the background seen through the ring constantly changes and necessarily decreases the clearness of perception. The sign placed under the ring is not very conspicuous.

The round discs with white symbols above a white sign with black lettering proposed by the League of Nations are also not sufficiently conspicuous. In the existing German system, the signs prohibiting passage are made conspicuous by the use of round discs in combination with an arrow pointing downwards. There are doubtless other methods of making a round disc more conspicuous—for instance, by surrounding it with a star. From the German point of view, it is important that either a more conspicuous form should be given by international agreement to these signs, or that the various countries should be free to introduce additional details, such as the arrow used in Germany, which at the same time offers the possibility of indicating prohibitions applying only to Sunday.

It should be agreed that the symbols used be restricted to import and generally recognised needs. In Germany's opinion, the following signs prohibiting passage are principally required:

1. (a) Prohibited for vehicles of all kinds;
1. (b) Prohibited for vehicles exceeding x tons total weight;
2. (a) Prohibited for motor-cars;
2. (b) Prohibited for motor-cars exceeding x tons total weight;
3. Prohibited for motor-cars and motor-cycles;
4. Prohibited for motor-cycles.

The League of Nations proposes a red disc for prohibiting the passage of vehicles of all kinds. Detailed psychotechnical experiments made in Germany have shown that the red disc is not sufficiently conspicuous. These experiments prove that it would be more suitable to use a black horizontal stripe (similar to the white stripe in Table III, Figure 3, of the League of Nations proposal) on a white ground with a red border. If the prohibition refers to vehicles of all kinds not exceeding a certain total weight, the figure in question could be indicated below the black stripe.

There are no objections to the symbol for motor-cars (front view) proposed by the League of Nations. In the case of prohibitions for motor-cars above a certain weight, the figure in question should be added. There are also no objections to the symbol proposed by the League of Nations for motor-cycles; it should be used in combination with the sign prohibiting passage for motor-cars (front view) in cases where a street is closed to motor vehicles of all kinds.

In Germany's opinion, it is unnecessary to introduce an international symbol for "cycling prohibited".

If, on the other hand, a special symbol for "motor lorries prohibited" is deemed necessary, no objection could be raised to the symbol proposed by the League of Nations. In Germany,

this necessity hardly exists; under German conditions, a sign prohibiting the passage of motor-lorries exceeding a certain weight does not come into consideration, as, from the point of view of the strain on bridges, it is a matter of indifference whether the load is formed by a heavy motor-lorry or a heavy motor-omnibus.

Germany must raise objections to the method of marking one-way streets proposed in Table III, Figures 3 and 4, because these signs are also not sufficiently conspicuous. Germany uses the same method of marking one-way streets as the United States of America—*i.e.*, arrows with the necessary inscription at the open end of the street. The closed end of the street is marked by a sign prohibiting the passage of vehicles of all kinds or by an arrow pointing in the opposite direction to the permitted traffic. This method has proved entirely satisfactory; it is easily comprehensible. Germany attaches importance to this method being at any rate permissible in addition to the signs proposed by the League of Nations.

4. Informative Signs.

The signs proposed by the League of Nations are round with white characters on a blue ground. White letters or figures on a blue ground are in themselves easily perceptible. The conspicuousness of the signs is, however, more important than the perceptibility. Blue signs possess a comparatively low degree of luminosity and do not stand out sharply from their surroundings, so that, in spite of the characters being perceptible, the signs may be easily overlooked. The proposed combination of colours therefore appears to be unsuitable for German conditions.

It would further appear to be doubtful whether there is any need to come to an international agreement on the sign indicating the direction to be followed. The general practice is to indicate the direction to be followed by arrows, and this method is easily comprehensible. The shape of the arrow may be left to the decision of the various countries without detriment to international traffic.

With regard to the sign indicating authorised parking space, it would be sufficient to come to an agreement that the letter "P" signifies such authorisation; it would then be a matter for the individual States to mark parking prohibitions by means of signs with the necessary inscriptions.

In Germany's opinion, there is at present no need to come to an international agreement on signs for cycling roads.

5. Light Signals for regulating Traffic.

Germany has no objection to the League of Nations proposal. In view, however, of the large number of colour-blind chauffeurs, it would appear necessary to supplement the proposal by providing for the respective positions of the individual light signs. It is proposed that, in the two-colour system, the red light should be above or to the right of the green light; and that, in the three-colour system, the red light should be above or to the right, the yellow light in the middle and the green light below or to the left.

ANNEX 3.

OBSERVATIONS AND PROPOSAL BY THE NETHERLANDS DELEGATION RELATING TO THE UNIFICATION OF ROAD SIGNALS.

I. DANGER SIGNS.

The draft of the Permanent Committee on Road Traffic fixes no colours for signs *a*, *b*, *c*, *d* and *e*.

The Netherlands Government proposes to fix the following colours for these signs :

General sign : *black* ;
Background : *white* ;
Border of the triangle : *red*.

Signs *f* and *g* are similar in the two drafts.

It would appear that the adoption of a sign of priority of passage placed on a secondary road would involve placing a sign also on the main road indicating the character of this road.

Conclusion: In principle, there is very little difference between the two proposals.

The signs placed in the immediate vicinity of level-crossings on railways (St. Andrew's Cross, etc.) are not included in these provisions.

Proposal: Reserve signs of triangular shape (any colour) with the distinctive symbols of Table I for danger signs, in conformity with the provisions of Article 9 of the International Convention on Motor Traffic of April 24th, 1926.

The middle may be cut out in case of the use of the alternative general danger sign.

Translation of the Explanations.

I. SIGNAUX DE DANGER.

(Forme triangulaire.)

I. DANGER SIGNS.

(Triangular Form.)

- | | |
|---|---|
| a. — <i>Cassis.</i> Uneven road. | b. — <i>Croisement.</i> Cross-road. |
| c. — <i>Passage à niveau non gardé.</i> Unguarded level-crossing. | d. — <i>Virage.</i> Sharp turn. |
| e. — <i>Passage à niveau gardé.</i> Guarded level-crossing. | |
| f. — <i>Signal alternatif général de danger.</i> General alternative sign indicating danger. | g. — <i>Signal de priorité de passage.</i> Sign concerning right-of-way. |

II. SIGNAL DE VITESSE MAXIMUM.

(Forme ronde.)

II. MAXIMUM SPEED SIGN.

(Round form.)

- h. — *Couleurs: signe noir, fond blanc, bord rouge.*
Colours: black figure white background, red border.

III. SIGNAUX D'INDICATION.

(Forme rectangulaire.)

III. INDICATION SIGNS.

(Rectangular form.)

- | | |
|--|--|
| i. — <i>Signal de direction à suivre.</i> Direction sign. | j. — <i>Signal de parking autorisé.</i> Sign indicating authorised parking place. |
| k. — <i>Route réservée aux cyclistes.</i> Road reserved for cyclists. | l. — <i>Route réservée aux véhicules automobiles.</i> Road reserved for motor vehicles. |

IV. SIGNAUX D'INTERDICTION.

(Forme ronde.)

IV. PROHIBITION SIGNS.

(Round form.)

- | | | |
|---|--|--|
| m. — <i>Interdiction de passage pour tous véhicules.</i> Closed to all vehicles. | n. — <i>Interdiction de passage pour tout véhicule automobile.</i> All motor vehicles prohibited. | p. — <i>Même interdiction pour tout camion.</i> All lorries prohibited. |
| q. — <i>Interdiction de passage pour toute motocyclette.</i> Motorcycles prohibited. | r. — <i>Interdiction de passage pour toute bicyclette.</i> Bicycles prohibited. | s. — <i>Sens interdit.</i> One-way road. |
| t. — <i>Stationnement interdit.</i> Waiting prohibited. | u. — <i>Interdiction de passage pour tout véhicule dépassant un poids total de 2.500 kg.</i> All vehicles weighing over 2.500 kg. prohibited. | |

EXEMPLES.

EXAMPLES.

- | | |
|---|--|
| a. — <i>Interdiction de passage pour camions.</i> Closed to lorries. | b. — <i>Interdiction de passage pour motocyclettes et bicyclettes.</i> Closed to motorcycles and bicycles. |
| c. — <i>Interdiction de passage pour automobiles, camions et motocyclettes.</i> Closed to motor vehicles, lorries and motorcycles. | d. — <i>Interdiction de passage pour automobiles, camions, motocyclettes et bicyclettes.</i> Closed to motor vehicles, lorries, motorcycles and bicycles. |
| e. — <i>Combinaisons possibles, selon la méthode de la délégation néerlandaise.</i> Possible combinations, according to the method proposed by the Netherlands delegation. | f. — <i>Variation d'indication de deux interdictions de passage partielles sur disque de forme ronde, avec bord rouge.</i> Combined indication of two partial prohibitions, on round disc, with red border. |

I. SIGNAUX DE DANGER

(Forme triangulaire)



a.. *Cassis.*



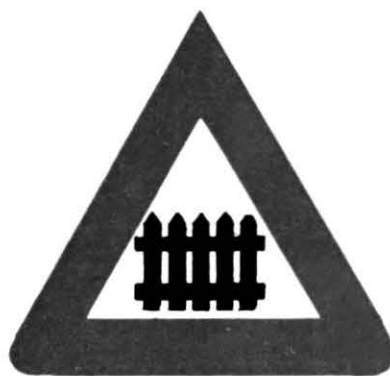
b.. *Croisement.*



c.. *Passage à niveau non gardé.*



d.. *Virage.*



e.. *Passage à niveau gardé.*



f.. *Signal alternatif général de danger.*



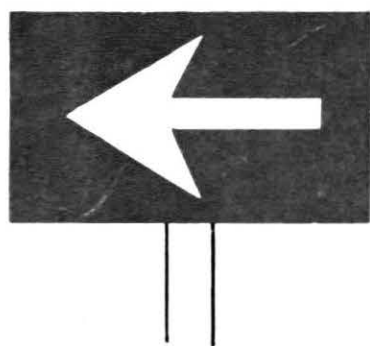
g.. *Signal de priorité de passage.*

II. SIGNAL DE VITESSE MAXIMUM (forme ronde)



h. couleurs :
signe - noir
fond - blanc
bord - rouge

III. SIGNAUX D'INDICATION (Forme rectangulaire)



*i. - Signal de
Direction à suivre.*



*j. - Signal de
Parquage autorisé.*

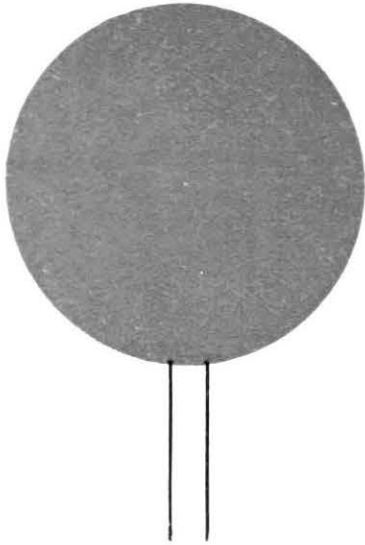


*k. Route réservée
aux cyclistes.*

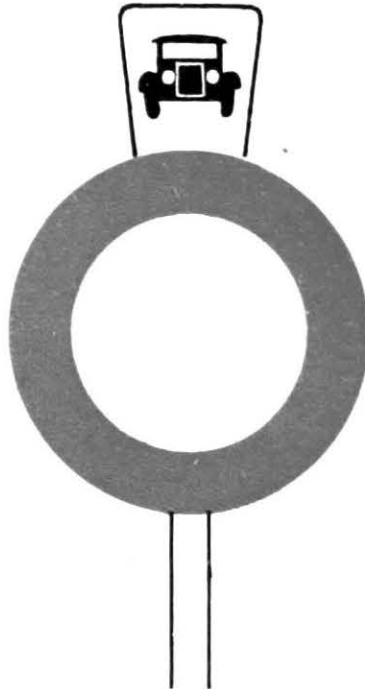


*l. - Route réservée aux
véhicules automobiles.*

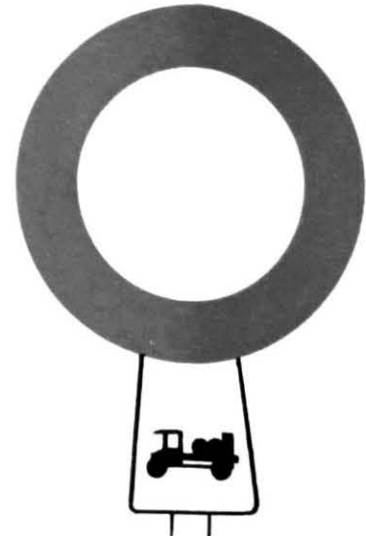
IV. SIGNAUX D'INTERDICTION (forme ronde)



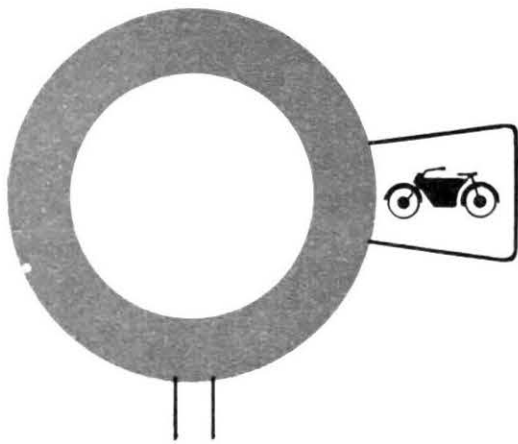
m.. Interdiction de passage pour tous véhicules.



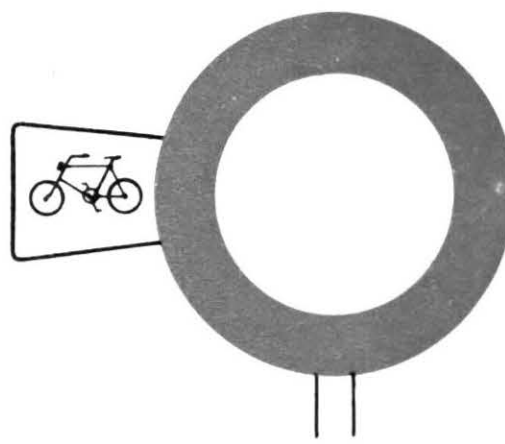
n.. Interdiction de passage p.^r tout véhicule automobile.



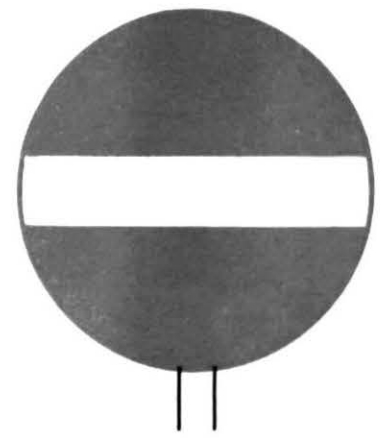
p.. Même interdiction pour tout camion.



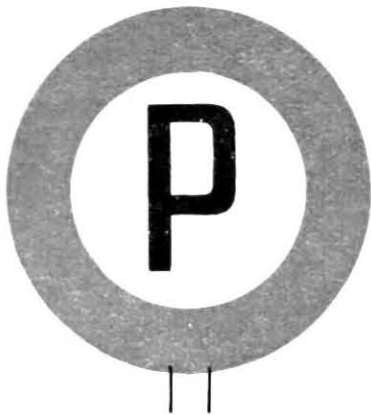
q.. Interdiction de passage pour toute motocyclette.



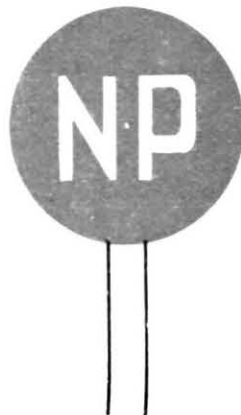
r.. Interdiction de passage pour toute bicyclette.



s.. Sens interdit.



t.. Stationnement interdit.



u.. Interdiction de passage pour tout véhicule dépassant un poids total de 2500 kg.

EXEMPLES



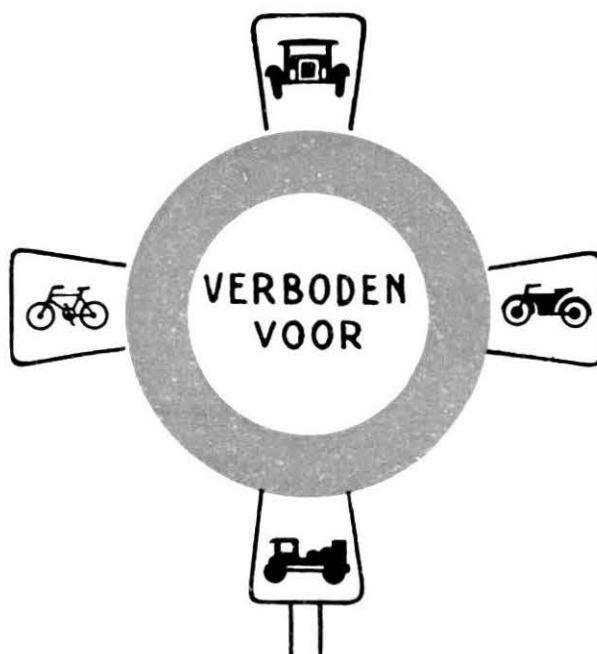
a. Interdiction de passage pour camions.



b. Interdiction de passage pour motocyclettes et bicyclettes.



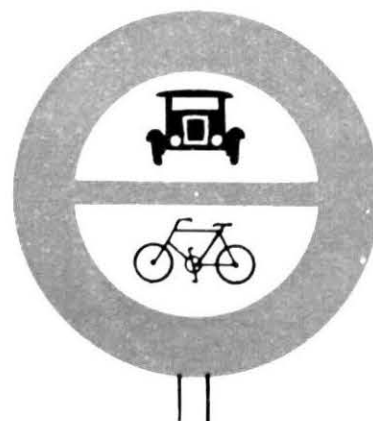
c. Interdiction de passage pour automobiles, camions & motocyclettes.



d. Interdiction de passage p. Automobiles, camions, motocyclettes et bicyclettes.



e. Combinaisons possibles, selon la méthode de la délégation néerlandaise.



f. Variation d'indication de deux interdictions de passage partielles sur disque de forme ronde, avec bord rouge.

II. SPEED-LIMIT SIGNS.

The draft of the Permanent Committee on Road Traffic prescribes a rectangular shape for speed-limit signs.

The Netherlands delegation proposes a round shape for signs indicating the *prohibition* to travel at a speed greater than that indicated by the sign (sign *h*).

In the delegation's opinion, these signs constitute a partial prohibition rather than a simple indication. The letters km. of signal *h* might be placed above on the right.

Conclusion : Both drafts are admissible.

Proposal : Speed-limit signs to be either rectangular or round.

Colours :

Figures : *black* ;

Background : *white* ;

Border of the signal : any colour.

III. INDICATION SIGNS.

The draft of the Permanent Committee on Road Traffic prescribes a round shape for indication signs, although this shape is also fixed for prohibition signs (see paragraph IV).

The Netherlands delegation proposes the adoption of a rectangular shape for indication signs (signs *i*, *j*, *k*) and a round shape for prohibition signs (see paragraph IV).

Conclusion : Signs *i* and *j* are identical with the corresponding signs in the League of Nations draft, except as regards shape. Sign *k* differs from the League of Nations draft, while there is no equivalent of sign *l* in the draft; but these signs do not appear to be of great importance in international traffic.

Proposal : Reserve for indication signs the colour blue for the background and the colour white for the distinctive symbols and the inscriptions.

These symbols should be :

- (1) Direction to be followed : an *arrow* ;
- (2) Parking allowed : letter *P* ;
- (3) Road reserved for cyclists : an inscription in the national language, surmounted, if necessary, by a *bicycle*, side view ;
- (4) Road reserved for motor vehicles : an inscription in the national language, surmounted, if necessary, by a *motor-car*, front view.

IV. PROHIBITION SIGNS.

The draft of the Permanent Committee on Road Traffic fixes a round shape for prohibition signs.

Except for the prohibition of *waiting* (signal *t*), it prescribes two signs for each prohibition. It also proposes three signs for prohibiting the passage of heavy lorries.

The Netherlands delegation proposes the adoption of a round red disc (sign *m*) as a sign of complete prohibition of passage.

The delegation proposes the adoption of a red circle with a white or hollow centre as a sign for the partial prohibition of passage.

To indicate the category of vehicles affected by this partial prohibition, the delegation proposes the use of the four distinctive symbols of the League draft :

- (1) For motor vehicles : a *motor-car*, front view (sign *n*) ;
- (2) For lorries : a *lorry*, side view (sign *p*) ;
- (3) For motor-bicycles : a *motor-bicycle*, side view (sign *q*) ;
- (4) For bicycles : a *bicycle*, side view (sign *r*).

(The delegation does not see any need to add the figure of a driver to distinctive symbols 3 and 4, this figure not having been included in symbols 1 and 2.)

Sign *s* is the same in both drafts.

Blue having been reserved for signs indicating an authorisation, the delegation hesitates to accept this colour as indicating a prohibition.

It has studied other solutions shown by the two signs *t*.

Sign *v* corresponds to one of the alternatives in the League of Nations draft.

Conclusion : In order to illustrate the fixing of several signs of partial prohibition on a single post with a circular sign at the top, the Netherlands delegation submits Figures A, B, C and D.

The delegation also submits Figure F, illustrating a third practical method—that of placing the distinctive international symbols inside the red circle as an indication of partial prohibition.

The delegation further submits Figure E, showing eight possibilities of combining the international distinctive symbols of partial prohibition under the system proposed by this delegation.

Proposal: Reserve for the indication of a complete prohibition of passage either a red disc or a red circle provided with a plate with a national inscription, and, for indicating a partial prohibition of passage, a red circle provided with one or more plates with international distinctive symbols situated either below or round or inside the red circle. (The inside of the red circle may be hollow.)

Reserve for “No entry” a round red disc with a white horizontal band.

(Signs *m*, *n*, *p*, *q*, *r* and *s* may have an explanatory inscription in the centre.)

Reserve for “No waiting” a red disc or a white disc with a red border and the letters *N.P.* (No parking) or *P.*

V. LIGHT SIGNALS FOR REGULATING TRAFFIC.

The draft of the Permanent Committee on Road Traffic prescribes three light systems :

- (1) Single light system;
- (2) Two-colour system;
- (3) Three-colour system.

The Netherlands delegation is in favour of the two-colour system. The single light system gives no positive indication when the passage is “free”; it therefore has the disadvantage that a driver will not know, when approaching the signal, whether the road is free or whether the signal is out of order for the time being. The three-colour system would be more expensive than the two-colour system.

Proposal: Accept the three systems, although the two-colour and three-colour systems may be regarded as preferable to the single-light system.

ANNEX 4.

[Conf. C.R./S.R./8.]

NOTE BY THE SWEDISH DELEGATION.

The fundamental basis of any system of road and town signs must consist of symbols whose aim is to avoid, as far as possible, any inscription which might not be comprehensible to a foreigner travelling in the country. It thus appears necessary to establish a code of such symbols. A first step has already been made, but the signs proposed do not appear sufficient to answer to present conditions. Sweden's experience has shown the need for other signs than these already contained in the draft Convention.

There can be no doubt that requirements vary greatly in different countries and are modified by the passage of time. Some means should therefore be devised of supplementing the code adopted and of prescribing the steps that should be taken by any country which desires to introduce new signs into its code.

The draft Swedish system includes symbols for the following cases: *school, crossing for pedestrians, tramway or omnibus stop and refuge* (see Appendix page 117). As no international signs have been adopted for these purposes, the Swedish draft provides for inscriptions, which should evidently be avoided.

It is also desirable to standardise inscriptions, especially those indicating speed, weight or breadth limits and to avoid any text which is not strictly necessary. The Swedish draft contains signs for a speed-limit of 25 kilometres, for a weight-limit of 3 tons, and for a breadth-limit of 1.85 metre.

The signs of the International Code must be simplified as much as possible. The danger signs adopted are good from this point of view, with the possible exception of the sign for an unguarded level-crossing, which might be simplified; but the signs proposed for motor-cars, lorries, motor-bicycles and cyclists seem somewhat complicated. Sweden's request that the greatest possible freedom should be allowed as regards the introduction of the signs and that the option should be given of hollowing them out instead of painting them, or of cutting them out and placing them inside a hollow triangle or circle, necessitates simplified symbols.

Appendix.

| Informative signs concerning : | Form | Dimensions in centimetres | Colouring | | | | Text (examples) | Symbolic sign. |
|--|-------------|------------------------------|-----------|-------|-------|-------|--------------------------------|-----------------------|
| | | | Ground | Edge | Text | Sign | | |
| I. Need for special caution : | | | | | | | | |
| (a) At dangerous points generally | Triangle | Side = 90 | Yellow | Red | — | Black | — | Note of interrogation |
| (b) At curves | " | " | " | " | — | " | — | Curve |
| (c) Where the road is uneven | " | " | " | " | — | " | — | Uneven line |
| (d) At crossroads, by-roads and turnings | " | " | " | " | — | " | — | St. Andrew's Cross |
| (e) At guarded level-crossings | " | " | " | " | — | " | — | Barrier |
| (f) At unguarded (railway or tramway) level-crossings | " | " | " | " | — | " | — | Locomotive |
| (g) Near schools and hospitals | " | " | " | " | Black | " | School crossing | — |
| (h) At crossings for pedestrians | " | " | " | " | " | " | — | — |
| II. Prohibitions : | | | | | | | | |
| (a) To drive in a certain direction | Disc | Diam. = 65 | Yellow | Red | Black | — | No entry | — |
| (b) To drive at a certain speed | " | " | " | " | " | — | 25 kilometres | — |
| (c) To drive certain kinds of vehicle | " | " | " | " | " | — | Motor-lorries prohibited | — |
| (d) To drive vehicles of a certain weight | " | " | " | " | " | — | 3 tons | — |
| (e) To drive vehicles of a certain width | " | " | " | " | " | — | 1.85 metre | — |
| (f) To park vehicles | " | " | " | " | " | — | No parking | — |
| III. Purpose or use of road—e.g.: | | | | | | | | |
| (a) Carriage-road, footpath, cycling-path, bridle-path | Disc | Diam. = 65 | Yellow | Blue | Black | — | Cycling-path | — |
| (b) Parking-place (permanent) | " | " | " | " | " | — | P. | — |
| (c) Parking-place (temporary) | " | " | " | " | " | — | P. 10 a.m.-6 p.m., 1 hour only | — |
| (d) Cab-stand, tram or omnibus stop | " | " | " | " | " | — | Omnibus stop | — |
| IV. Manner and direction of traffic : | | | | | | | | |
| (a) At points where direction must be signalled. | Disc | Diam. = 65 | Yellow | Blue | — | Black | — | Arrow |
| (b) At refuges round which traffic must flow in one direction only | Hollow disc | Diam. = 100 | " | " | — | " | — | Arrow |
| (c) At refuges and tram-shelters | Triangle | Side = 90 | Green | White | — | — | — | — |
| (d) At refuges and tram-shelters (alternative) | Oval | 75 × 50 | " | " | — | — | — | — |
| V. Positions and names of roads and places : | | | | | | | | |
| (a) Sign-posts in towns, etc. | Rectangle | Height = 20 | Yellow | Blue | Black | — | Nyköping ¹ | — |
| (b) Sign-posts on highways | " | " = 25 | " | " | " | — | 23 Mora 45 ¹ | — |
| (c) Name-boards outside towns, etc. | " | " = 35 | " | " | " | — | Trosa ¹ | — |

¹ Names of towns.

ANNEX 5 (a).

[Conf. C.R./S.R./2.]

ADDENDUM TO THE ANNEX OF THE DRAFT CONVENTION CONCERNING THE UNIFICATION OF ROAD SIGNALS PROPOSED BY THE PERMANENT INTERNATIONAL COMMITTEE FOR FIRST AID ON ROADS.

IVbis.—SIGNS FOR FIRST-AID STATIONS ON ROADS.

Signs of this class are rectangular.

The colour used will be blue in combination with white and red.

This sign denotes a first-aid station organised by the Red Cross or by arrangement with the latter, in conformity with Article 24 of the Geneva Convention of July 27th, 1929.

The purpose of the station is :

- (a) To give first aid;
- (b) To call a doctor to provide medical attendance.

In most cases the stations are provided with a telephone.

The informative sign for first-aid stations on roads consists of a rectangular plate with dimensions of at least 0.50 metre by 0.75 metre, any larger size being authorised provided that the smaller dimension of the rectangle is in all cases two-thirds of the larger, and that the latter constitutes the vertical side.

The ground of the plate is blue with a white stripe 1 centimetre in width at a distance of 1 centimetre from the edge and with a white square having a side of at least 0.36 metre in the centre bearing the emblem of the Geneva Convention in red.

The white ground of this square must not bear any inscription. The blue ground of the plate may contain any requisite inscription in white letters.

ANNEX 5 (b).

[Conf. C.R./S.R./2 (1).]

ADDENDUM TO THE ANNEX OF THE DRAFT CONVENTION CONCERNING THE UNIFICATION OF ROAD SIGNALS PROPOSED BY THE PERMANENT INTERNATIONAL COMMITTEE FOR FIRST AID ON ROADS.

SIGNS FOR FIRST-AID STATIONS ON ROADS.

(IVbis of the Annex to the Draft Convention.)

The informative sign for first-aid stations on roads shall consist of a rectangular plate of which the shorter (horizontal) side shall measure two-thirds of the longer side. The ground of the plate shall be dark, surrounded with a white line. In the centre it shall bear the appropriate emblem in a white square with a side at least 30 centimetres in length.

ANNEX 6.

[Conf. C.R./S.R./4.]

PROPOSAL BY THE POLISH DELEGATION CONCERNING THE INTRODUCTION INTO THE INTERNATIONAL CODE OF A SIGN FOR TRAMWAY BIFURCATIONS.

Collisions often occur in towns at cross-roads with tramway bifurcations between motor-cars and tramways which cut across their path. These accidents occur in the following way : there is usually a tramway stop at these street crossings. The tram waits for a signal announcing that the road is clear. The tram starts at the same time as a motor-car whose driver, if he does not live in the town, is not aware that the tram is immediately going to bifurcate. The result is a collision with a tram starting from the same place as the motor-car or from the opposite direction.

The situation is at present under consideration in a large number of towns. The tramway direction signs which are proposed are expensive and their lighting raises technical difficulties. For these reasons the tramway administrations refuse to introduce them. Fixed direction signs are still more expensive; they only solve the problem at the place where they are put up, and have the grave defect of giving warning of the tram's change of direction too late—*i.e.*, at the moment when the tram reaches the bifurcation.

In view of the above, the Polish delegation submits the following proposal for the consideration of the Committee :

“ To indicate cross-roads with tramway bifurcations where collisions with motor-cars are possible, special signs will be introduced—viz., an equilateral triangle of the colour in use in the country concerned. The side of the triangle will be at least 50 centimetres. The triangle will contain a symbolic representation of the tramway. Under this sign may be placed a rectangular white plate with a suitable black inscription.

“ These signs must be placed at least 20 metres in front of the dangerous bifurcation.”

ANNEX 7.

[Conf. C.R./S.R./5.]

PROPOSAL BY THE POLISH DELEGATION CONCERNING THE INTRODUCTION OF A WARNING SIGN FOR TRAMWAY STOPPING-PLACES AND OF A SPEED-LIMIT SIGN NEAR THE STOPPING-PLACES.

In towns where the tramway line is in the middle of the street, instead of close to the pavement, there is a serious danger for passengers entering or alighting from trams, who risk being run over by motor-cars overtaking the tram. A large percentage of motor-car accidents occur at tramway stopping-places.

In all towns there are regulations governing the circulation of motor-cars at stopping-places, while passengers are entering the tram or alighting. These regulations either limit the speed of the motor-cars or prescribe that they shall stop. Local motorists generally know the regulations and the places where there are tramway stops. On the other hand, strangers are not usually acquainted with these regulations. It frequently happens, too, that strange motorists are not acquainted with the characteristic aspect of tramway stopping-places in the town in question, and, in the case of foreign motorists who do not know the language of the country, they will also be unable to read any sign showing that there is a stopping-place in the vicinity. Such drivers may easily cause serious accidents.

In introducing the International Code, it was recognised that in principle a sign should be placed wherever a speed-limit or other prohibition was necessary. An exception was made as regards tramway stopping-places—*i.e.*, as regards places where numerous accidents occur. This exception is the less justified, inasmuch as these stopping-places are frequently indicated in a totally inadequate manner.

ANNEX 8.

[Conf. C.R./S.R./10.]

TEXT RELATING TO THE PROTECTION OF SIGNS PROPOSED BY THE SUB-COMMITTEE.

(1) Each of the High Contracting Parties will prohibit the posting, on the public highway or in the immediate vicinity, of signs, signboards or notices of any description which might be confused with the approved signs or make it more difficult to read the same.

(2) Whereas the public authorities alone have power to decide what posts, boards or notices of any description shall be set up on the public highway,

Each of the High Contracting Parties, with a view to rendering the system of signals as efficacious as possible, will endeavour to limit the number of such boards, posts or notices, to what may be strictly necessary, particularly as regards danger signals.

(3) Each of the High Contracting Parties will likewise prohibit the affixing on an approved sign of any irrelevant notice which is such, in its opinion, as to diminish the visibility or interfere with the character of that sign.

ANNEX 9.

[Conf. C.R./S.R./6.]

OBSERVATIONS BY THE AUSTRIAN DELEGATION CONCERNING THE UNIFICATION OF ROAD SIGNALS.

I. GENERAL REMARKS.

Austria, owing to her geographical situation and the development of transit and passenger traffic in that country, is prepared to support the efforts of the League of Nations for the unification of international rules of the road. Austria has already given proof of her goodwill in this

connection by deciding to embody in her own regulations the rule that traffic shall keep to the right despite the practical difficulties and considerable expenditure involved.

Accordingly, the Austrian Government will do its best to facilitate acceptance of the present Convention concerning the Unification of Road Signals.

The Government regrets, however, that it is in a somewhat difficult position as regards the draft Convention, by reason of the fact that Austria has just recently adopted rules for road signals, having been unable to postpone this measure, as it was necessary to pass uniform legislation for the whole of the Federal territory.

In regulating the traffic question, however, Austria has made a point of adhering as far as possible to the draft framed by the League of Nations Committee. Any differences relate simply to a few provisions which are more detailed in the present draft than in the 1926 Convention on motor traffic. On this point the Austrian laws differ somewhat from the text of the Convention, and Austria would prefer accordingly that more general principles should be laid down in the present Convention.

II. SPECIAL REMARKS.

A. Text of the Convention.

Ad Article 1.

Austria considers that a sufficiently long period—at least five years—should be allowed for the entry into force of the present Convention.

Ad Article 2.

The Austrian Government thinks it desirable also to lay down a maximum period for the replacement of signs used with a different meaning. This period might be fixed at one year.

B. Annex to the Convention.

I. Danger Signs.

Austria regards it as superfluous to conclude a fresh Convention on danger signs, as these are already covered by the International Convention on motor traffic.

It would mean, to begin with, embodying all the provisions of the last-named Convention in the present Convention, and in any case Austria cannot accept any modification or addition as regards the signs in question.

Sign No. 6 (Table I).—According to Article 9, paragraphs 3 and 4, of the 1926 Convention, this sign serves as a general danger sign but is not to be employed except when atmospheric conditions make it impossible to use full plates. The text is not sufficiently clear.

Sign No. 7 (Table I).—The sign for right of way is undoubtedly the most important in the whole Convention; the Austrian Government's experts are unanimously of opinion that the triangle with its apex downwards is not suitable for a sign showing the main routes. The triangle is pre-eminently a danger sign, and it seems inadvisable to alter this important connotation by merely inverting it. The sign for right of way has nothing to do with danger signs: it is intended simply as an informative sign. A further reason for avoiding the triangular sign is that it does not stand out sufficiently, as it may be confused with the triangle standing on its apex, while there is the possibility of the sign working loose and turning round. An accident of this sort might very easily convert the danger sign into a sign for right of way. For these various reasons Austria proposes a different form for the sign for right of way—namely, a square standing on one of its angles. The square has been agreed upon as an international sign for the speed-limit, and the sign for right of way proclaims the necessity for slowing down.

Austria also proposes that the sign for right of way should be put in a special category, as it cannot properly be included among danger signs. The provisions of the International Convention on motor traffic which concern the distance of the signs from the danger point are inapplicable, and the present Convention—on the same lines as for danger signs—should contain a fresh provision specifying where such signs shall be set up. Further, the distance between a sign and the crossing (or place of entry) would have to be fixed in relation to the distance within which the vehicle can be stopped. These signs should not be set up in the main roads but in the branch roads, as vehicles travelling on the main roads have right of way—*i.e.*, they can continue irrespective of any crossing or secondary branch road. In this connection Austria approves the German proposal that there should be no obligation as regards the setting up of signs at every crossing.

2. Speed-Limit Signs.

The Austrian law makes no provision, generally speaking, for limiting speed in terms of kilometres; it simply provides that vehicles shall go *slow*. In certain cases it lays down a speed-limit for motor vehicles—for example, for the different categories in towns. When the condition of a road or of the neighbourhood necessitates this, speed-limits are laid down, but without any mention of the maximum in kilometres—for example, in the vicinity of schools, etc. The Austrian

Government proposes that—apart from an indication of the maximum speed allowed—the Convention should contain a clause providing for the use of a capital “L” on a square sign, “L” being the initial letter of the word for “slow” in several languages—*e.g.*, in the Romance languages, and in German and Hungarian.

3. *Signs prohibiting Passage.*

In duly accepting the system of symbols so long recommended by the League of Nations Committee, Austria deliberately selected a system other than the system of exclamation marks, proposed by Germany, whose rules Austria has always taken as an example. Otherwise, Austria can thus accept the signs proposed without any difficulty.

The Austrian Government ventures to point out, however, that it seems hardly consistent with the League of Nations idea of an international sign prohibiting passage, in the form of a symbol of the prohibited vehicle, to provide for a sign which bears, not only the image of the prohibited vehicle, but also an inscription. The purpose of this international scheme is to obviate the drawback of signs prohibiting passage, written in the language of the country and hence unintelligible to foreigners unacquainted with that language. This was why the system of symbols was decided on for international purposes and the Austrian Government proposes that only symbols should be employed.

Austria considers, further, that the text of the present Convention is not sufficiently clear as regards the meaning of the different signs. According to the League draft, there would frequently be a mass of signs at one particular point. This might be avoided if international agreement could be reached as to the meaning of each sign as follows :

(a) Sign No. 11 (Table III) would prohibit motor-cycle and cycle traffic, since motor-cyclists would certainly not be allowed on a road closed to cyclists.

(b) The same applies to Sign No. 5. The prohibition of motor traffic would also cover motor lorries. Roads closed to motor traffic would obviously be closed to lorries. For motor traffic of every kind, however (two or four-wheeler), it would be necessary to have a special sign, a combination of two symbols, *i.e.*, motor-car and motor-cycle (No. 5 and No. 9).

It would be well, moreover, to lay down a speed-limit for motor vehicles used for the conveyance of persons, since it is immaterial, as regards the wear and tear of the road, whether it is used by a heavy motor-car or a heavy lorry. The Austrian Government would be prepared to accept the system proposed by Germany, which seems to it quite reasonable.

As regards the red disc, proposed as a sign that all vehicles are prohibited, Austria agrees, with Germany that the shape of the sign is not suitable.

The Austrian Government ventures to suggest that the rules should not be too detailed and should simply lay down an international system of symbols, and the meaning of the individual figures. Every country should have the right to settle the details of these symbols according to climatic conditions. Signs Nos. 6, 8, 10 and 12, for example, are not suited to the conditions of countries where there is generally a great deal of snow in winter. The snow would cover the signs and figures and make them illegible. The same applies to signs Nos. 5, 7, 9, 11 and 13. Lastly, the Austrian Government proposes in such cases that the rules should admit the use of a black figure on a white disc with a red border.

In establishing her own road signals, Austria feels satisfied that she has found a satisfactory solution. She has selected as signs the triangle, the square and the disk, and has taken care that they should be clearly visible and distinct and uniform in colour. Colour is a most important point. If several colours were used, the signs would be less easily visible and legitimate advertising interests would suffer, if too many colours were reserved for signs.

The one-way sign is most important. Austria cannot accept the League of Nations Committee's proposals. She proposes, on the contrary, that the international sign should be in the form of an arrow with a red outline. This sign, which is generally accepted, is sufficient to show the point where entry is prohibited. Austria proposes that it should at all events be permissible to choose between this sign and the sign proposed by the League of Nations. There is no real difficulty, as the sign is distinct and easily visible in snowy weather.

4. *Informative Signs.*

A capital “P” on a blue background is acceptable as a sign indicating authorised parking space, but sign No. 16 (Table III) does not seem very practical owing to the combination of red and blue. As a sign prohibiting parking, the letter “P” in white on a red disk is proposed. “P” combined with blue would be satisfactory as a sign indicating parking-space.

It does not seem necessary to have any international rule as regards a sign for direction. The same applies to signs reserving traffic for a certain group of vehicles only.

ANNEX 10.

[Conf. C.R./S.R./II.]

REPORT BY THE SUB-COMMITTEE ON SIGNALLING BY TRAFFIC POLICE
AND DRIVERS.

The Sub-Committee, consisting of M. LEMAIRE (Belgium), M. PFLUG (Germany), assisted by M. REITZ, M. DE SCHULTHEISS (International Union of Towns and Local Authorities) and M. FORSTNER (International Federation of Transport Workers), met on Saturday, March 21st. It submits the following report to the Committee :

I. SIGNALLING BY POLICE OFFICIALS DIRECTING TRAFFIC.

The Sub-Committee first discussed the signals to be made by officials. It expresses the desire that the European Conference should state in a resolution the necessity of undertaking a uniform regulation of the above-mentioned signals as quickly as possible.

As regards the choice of the signals to be made, the Sub-Committee considers that it would be desirable to find a system which could be adjusted both to general signalling, such as the "Go and Stop" system, and to partial signalling.

The Sub-Committee considers that the signals submitted in the revised report of the Permanent Committee on Road Traffic dated February 1st, 1929 (document C.23.M.17.1929.VIII [C.C.T. 331 (1)], Table V, figures 1-3, which correspond to the first three signals of Plate VI of the "International Code of Signals", submitted in September 1930 by the International Association of Recognised Automobile Clubs, answer to the needs of the two types of signalling quoted above and might serve as a basis for the study of an international agreement.

These three signals have the further advantage of being applicable independently of the number of officials which the local authorities may judge necessary to use at the same point of traffic.

2. SIGNALS TO BE MADE BY DRIVERS EITHER BY HAND OR BY MEANS
OF A MECHANICAL DEVICE.

The Sub-Committee is of opinion that a uniform regulation of the signals to be made by drivers is highly desirable in international traffic. As an example, it draws attention to the fact that, in certain countries, a driver who extends his arm to the right means that he is going to turn to the right and in other countries the same signal signifies the intention of turning either to the right or left. This state of affairs may lead to grave accidents. The Sub-Committee recommends that an enquiry should be undertaken to determine which of the signals to be made by drivers should either be rendered compulsory by means of a code of regulations or should simply be consecrated by custom in the different countries, and in what manner these signals could be rendered uniform.

3. TITLE OF THE CONVENTION.

The Sub-Committee requests the Committee to submit to the Drafting Committee the question whether the mention of signals to be made by officials or drivers necessitates any change in the title of the Convention.

4. INSTRUCTION OF SCHOOL-CHILDREN.

The Sub-Committee considers it eminently desirable that the contracting parties should arrange for school-children to be given complete instruction in the regulation signs and signals.

ANNEX 11.

[Conf. C.R./13.]

REPORT ON THE WORK OF THE COMMITTEE.

One preliminary observation will serve to indicate the unanimous feeling of the members of the Committee—namely, that the necessity of unifying on international as well as national lines the signs employed for regulating motor traffic and increasing its safety is plainly becoming more urgent every day. It is recognised to be an imperative necessity, in view of the importance of preventing the many possibilities of accidents and thereby protecting human life, by providing signs that can be easily and rapidly understood. The urgency of the question arises from the very fact that signalling is still being proceeded with in several countries without any very definite scheme, and, above all, without any attempt at co-ordination with neighbouring areas, and even sometimes without unity in one and the same country. A further reason for the urgency of the question is that, since motor traffic is increasing in volume and speed, thus extending the facilities for international travel, the driver must interpret the signs he is to obey directly he sees them, and must distinguish them far enough away to be able to obey them in time. If his reaction, which must be immediate and instinctive, is to pass from the conscious to the unconscious, systematisation and standardisation on international lines are imperative.

This conclusion, accepted by all the members of the Committee and stressed by the representatives of road-users, was the principal factor—added to a sincere desire to co-operate cordially in the work in hand—in determining the zeal and goodwill for which every member is deserving of our thanks and our congratulations.

For, it must be admitted, difficulties arose by reason of the very fact that many countries have already adopted a very complete system of signalling, while the various conditions—atmospheric, for example—determining these systems of signalling differ from one region to another, so that success depended on mutual and in some cases heavy sacrifices.

We are all satisfied, however, with the results as embodied in the Convention on road signalling and in the Annex to that Convention.

The Convention itself remains practically the same as in the draft framed by the Permanent Committee for International Road Traffic. Road traffic is understood to include traffic, not only on main roads, but also in towns—that is, urban traffic. The title of the Convention is intended to be understood in this sense, though it seemed inexpedient to alter that title.

One change in the general form of the Convention was agreed upon, to bring it into line with the other Conventions before the Conference: the word "Government" has been replaced by the words "High Contracting Party".

Members of the Committee were of opinion that Article 3 of the Convention did not afford adequate protection for the signs in question, did not comply with the explicit wish that those signs should be more clearly visible and should force themselves on the driver's attention by being, as it were, isolated and made outstanding. To meet this desideratum, the Committee supplemented the provisions of Article 3 by Article 4, which is new. Its purpose is to cause to be removed from the highway signs which might be confused with the approved signs or might make them more difficult to read; it is intended to limit the number of approved signs to what may be strictly necessary, in order that they may prove really effective; it also limits the inscriptions or signs on the road signs themselves, and does away with irrelevant notices which might make the road sign less legible or interfere with its character.

These various provisions are in response to the demands and complaints of road-users, who find it fatiguing and confusing to be confronted with too many approved signs or with tiresome advertisements crowding round these most important signs and thereby hiding the indications which they must obey if accidents or penalties are to be avoided, and, lastly, with too many non-approved inscriptions on the signs themselves. The Committee has endeavoured, so far as is compatible with certain budgetary considerations or existing situations, to comply with the legitimate demands of motor-drivers.

Lastly, Article 9 of the Convention has been slightly amended. The draft provided for a period of five years before the possibility of denunciation, but the Committee thought it advisable to increase the period to eight years, as the full effects of the Convention would not be felt until five years after its entry into force, five years having been allowed as the time within which it would be possible to replace all signs not in conformity with the international system.

The Annex to the Convention further defines the actual object of the Convention. A number of changes have been made in it which the Committee considered necessary on general grounds of coherence and standardisation or for special reasons connected with the nature of the sign or the conditions under which it would be installed, or again for the purpose of conciliating divergent views. The Committee decided first to take three main classes of requirements which signals must fulfil: first, danger; secondly, a formal regulation, whatever the nature of that regulation and whatever the authority imposing it, provided that it involves a strict, one might say a legal, obligation; lastly, optional informative signs designed simply to assist or guide or impart information to the driver. The first class of signals is to be triangular; the second circular and the third rectangular.

As regards the first class the Committee decided to supplement the signs laid down in the 1926 Convention by a sign giving warning of a danger other than those covered by that instrument. Still keeping to the general scheme, it adopted a triangle, in this case a triangle with a vertical band across the centre. As decided in 1926 for the other signs, the triangle may be hollow should atmospheric conditions make this desirable.

The Committee also added to this class a sign warning a driver on a secondary road to give right of way to vehicles on the road which he is about to enter. The Committee felt that, where there is a right of way and it is thought advisable to warn drivers, the sign in question should be employed. The distance at which it is placed will depend on topographical conditions.

The second class of signs, non-compliance with which involves penalties for the driver, are in every case circular, whether indicating specific obligations or prohibitions. The Committee decided that red should be the predominant colour, so arranged on the sign as to make the circular form stand out for a prohibition. This last rule does not apply to signs indicating a direction that must compulsorily be taken.

The second class of signs was the subject of a number of amendments during the discussion, chiefly with a view to simplification, systematisation and legibility. For this reason maximum speed-limits were included this time in the second class and the sign was made circular instead of rectangular, the Committee regarding speed-limits as coming under the positive provisions—*i.e.*, the legal obligation not to exceed so many kilometres an hour.

Signs prohibiting waiting and parking, which were the subject of long discussions, are included in the same class with signs the distinguishing features of which are more marked than in the Permanent Committee's draft, though not radically different.

Warning of the vicinity of a Customs office—compulsory stop—is given by a conventional sign within the general scheme of the second class.

Lastly, the sign indicating a direction to be compulsorily followed is still circular in all cases, but as it indicates a positive obligation, not a prohibition, the Committee decided against red, at all events as the predominant colour.

The third class covers mere informative signs, warnings to observe caution and other optional warnings. All these will be rectangular, and red is not to predominate. The Committee provided for three in particular: (1) a sign authorising parking; (2) a caution to the driver to beware of causing danger or inconvenience to other persons, *e.g.*, in passing schools, hospitals, etc.; (3) a sign indicating the vicinity of a first-aid station. This sign could not be settled, entirely owing to certain difficulties; the Committee decided, however, that it would come within its general system if it were rectangular, and recommended that it should bear in the centre a symbol which may vary according to existing international or national conventions.

For optional informative signs for direction, whether indicating distances or not, the Committee did not frame models; but those signs will naturally be included in the third class, that is, they will be rectangular, while one of the shorter sides of the rectangle might very well be replaced by an arrowhead, as in the last two examples in Table III of the Annex.

This then concludes the part of the work relating to day signals, the Committee having succeeded in framing specific formulas approved by all its members.

* * *

Two other subjects were submitted to the Committee for examination and, at the earnest request of the representatives of road-users, the Committee endeavoured to determine at least how to begin to solve the problems raised.

They concerned respectively light signals and signalling by officials to drivers or *vice versa*. Despite its anxiety to comply with the legitimate desire of road-users, the Committee was unable to arrive at an acceptable formula to systematise either lights or signals. It had to rest content with making two recommendations which, in brief, require the Permanent Committee on International Road Traffic to pursue the active study of these two problems, of such importance for the safety of all.

Lastly, the Committee proposed that the Conference should recommend that young people in every country should be properly instructed and trained to realise the dangers of the road and to avoid them.

The Committee, being desirous to maintain henceforth unity in the international systematisation of road signs, unanimously recommended that no new traffic-regulating sign should be adopted without the Permanent Committee on Road Traffic being consulted.

This completes the work of the Committee, with the conclusions at which it arrived.

The productiveness of that work and the satisfactory results achieved are the outcome of the goodwill displayed by all the members of the Committee and of their readiness to understand and assist one another and to co-operate effectually in the important duty of promoting international communications and protecting human life.

3. MINUTES OF THE COMMITTEE ON THE TAXATION OF FOREIGN MOTOR VEHICLES.

FIRST MEETING

Held on March 16th, 1931, at 3 p.m.

Chairman: M. BORDUGE (Chairman of the Fiscal Committee).

I. Draft International Convention on the Taxation of Foreign Motor Vehicles.

The CHAIRMAN said that the Committee had a complicated task before it. It had to conciliate very divergent interests: those of the users of the road, who favoured complete liberty, and those of the States, burdened with considerations of the revenue to be obtained from the taxation of motor vehicles. He hoped, however, that the Committee would be able to bring to a swift and successful conclusion the task which the European Conference had placed before it.

He thought that the Committee's work would be hastened by proceeding, without a general discussion on the Convention as a whole, to study point by point the questions of principle involved in each article.

ARTICLE I, PARAGRAPH 2.

As no objections were raised to this procedure, the CHAIRMAN opened the discussion on Article 1, paragraph 2, which defined the object of the Convention.

M. WAHL (Germany) reminded the Committee that the German Government had presented certain observations on the Convention on the taxation of foreign motor vehicles; these had been set out in a document just distributed to the members (see Annex I, page 152).

Generally speaking, the German Government doubted the value of establishing, at the present moment, an international Convention on the taxation of foreign motor vehicles. It considered that the various systems of taxation in the different countries of Europe were too divergent to allow of this, and that, though a Convention might be advantageous to some States, it might prejudice the interests of others.

For example, one State might levy a high tax on motor-cars and no tax on petrol, whereas another State might do the contrary; the advantage of exemption from a tax on cars would therefore be specially advantageous to a State which only levied a tax on petrol.

It would be better, therefore, to regulate these questions by means of bilateral Conventions.

Germany, because of her situation in Europe, was crossed by all traffic from east to west or from north to south and was therefore deeply interested in this problem. The German delegation was anxious to know the opinion of members of the Committee.

Mr. FRANKLIN (Great Britain) stated that the British delegation did not desire to raise any points of drafting at the present stage of the Conference, but he wished to give notice of the fact that certain amendments would be proposed when the Drafting Committee was set up, and he thought it would be of use if the points in question were indicated at once.

For reasons affecting the internal economy of the British Empire, the British delegation would be glad if, as a preliminary article both in the Convention relating to commercial motor transport and in the Convention relating to the taxation of foreign motor vehicles, the following provision could be inserted:

“For the purpose of the present Convention the term ‘territory’ or ‘territories’ in relation to any High Contracting Parties shall denote the territory or territories of the High Contracting Party to which the Convention applies.”

He would also suggest the insertion of a colonial article on the usual lines, an example of which is afforded by Article 11 of the International Convention relating to Economic Statistics signed at Geneva on December 14th, 1928.

In general, the British delegation would suggest that the formal articles in the Conventions referred to should follow, so far as possible, the formal articles of the Economic Statistics Convention which, in their opinion, afford the best model.

As regards the point raised by the German delegation, Mr. Franklin did not think that any State not levying a tax on petrol would, when the Convention came into force, deliberately change its fiscal system and institute a tax on petrol in order to tax foreign visitors. He thought that this point, therefore, was not as important as had been made out.

M. WALCKENAER (France) supported the German proposal and thought that it would be very difficult to bring into force an international Convention for universal signature. He thought that each State should retain full power to choose its system of taxation and to change it at will. He therefore agreed with M. Wahl in recommending that bilateral Conventions were much more easily set up than was a multilateral Convention. He thought that the draft Convention at present under discussion might therefore be taken rather as a model to be recommended to those States wishing to conclude bilateral Conventions on this question.

The CHAIRMAN pointed out that the question raised by the French and German delegations was a very delicate one. These delegations had proposed that a model bilateral Convention should be set up and not an international Convention. The object of the present Conference, however, was to study the possibility of bringing about a European agreement with a single formula. The League of Nations had taken up the question at the request of the tourist offices, and the Committee, by recommending bilateral Conventions, would be working in opposition to the aims of the League of Nations and its technical organisations which had made every effort to prepare the way for a European agreement.

The Chairman asked the Committee to pass over this difficulty for the moment and to seek a general formula for agreement; when this point had been reached, the heads of the various delegations could judge whether there were occasion to recommend to their Governments accession either to a general Convention or to the conclusion of bilateral Conventions.

The Chairman therefore proposed to leave the first paragraph of Article 1 until a later discussion.

Agreed.

The CHAIRMAN asked the Committee to decide whether the Convention should or should not exclude vehicles used for the public conveyance of passengers for payment. The draft drawn up by the Fiscal Committee excluded these. The Italian delegation had presented an amendment with the object of allowing these vehicles to benefit by the Convention. He asked the Italian delegate to speak upon this point.

M. ZAPPALA (Italy) proposed that the facilities given to vehicles used by private persons should be extended to vehicles used for the public conveyance of passengers for payment, with the reservation that rules might be established for concessions made to public services. He asked that for the second paragraph of the first article of the draft Convention should be substituted the following wording :

“The present Convention shall not, however, apply to vehicles used for the transport of goods.”

The CHAIRMAN remarked that this proposal was on the same lines as the German proposal.

M. WAHL (Germany) reminded the Committee of the German Government's reasons for wishing to exempt motor omnibuses and motor lorries; this traffic had become so important in international relations that it should be encouraged by receiving the benefits of exemption from taxation in foreign countries.

Moreover Article 7 of the Convention on Commercial Transport prescribed the means of collecting this tax on commercial vehicles. The methods prescribed would undoubtedly create for the Treasury officials enormous difficulties, which would be avoided if motor omnibuses and motor lorries were accorded the advantage of the present Convention.

Colonel PÉRON (International Association of Recognised Automobile Clubs) remarked that there were two kinds of tourists who visited foreign countries : those travelling in private motor-cars and those, less fortunate, who made use of charabancs. The present Convention aimed at advancing tourist traffic in the different countries, and the International Association of Recognised Automobile Clubs thought that, to obtain this result, exemption must be extended to commercial vehicles transporting passengers. He therefore supported the amendment proposed by the Italian delegate.

M. MARCHWINSKI (Poland) observed that the Committee had two separate points before it. Some members wished the Convention to be a model bilateral Convention and not an international Convention and they wished therefore to limit the scope of the Convention. On the other hand, the Italian amendment aimed at enlarging the draft so as to include vehicles used for the public conveyance of passengers.

M. Marchwinski thought that the Italian amendment affected the economic and fiscal liberty of States and raised besides the delicate question of rail and road competition. It must be remembered that motors were used, not only for tourist traffic, but also, and above all, for commercial traffic. Foreign private motor-cars coming to Poland were at present exempted from tax. On the other hand, motor-omnibus proprietors in Poland paid a tax, not only on their vehicles, but also on the profits of their commercial undertakings. It would therefore be difficult to exempt foreign vehicles of this category from taxation, since these would then be much more favourably situated than national vehicles. M. Marchwinski was therefore not in favour of extending the provisions of the Convention to vehicles used for public conveyance.

M. GHICA (Roumania) supported the Italian amendment in the interests of tourist traffic, which should be encouraged by facilitating the public conveyance of passengers.

M. RESINES (Spain) supported the Polish contention for the same reasons as M. Marchwinski. In Spain vehicles used for public conveyance paid a tax according to the number of passengers carried as well as a tax per kilometric ton. It was therefore impossible to afford facilities to foreign vehicles to the detriment of national traffic.

Mr. FRANKLIN (Great Britain) agreed with the Spanish and Polish delegates. Great Britain could not exempt such vehicles, which were heavily taxed. The British delegation would, however, be willing to extend the benefits of the Convention to motors not capable of carrying more than six persons, provided that they were hired by a single person; in such a case a vehicle would be assimilated to a private motor-car. The British delegation could not sign a Convention extended to cover vehicles used for the public conveyance of passengers.

M. CENTNER (Saar) said that the Saar was ready to exempt private motor-cars from taxation, but that the case of motor lorries and vehicles for public conveyance was much more doubtful, because of the harm which this measure might inflict upon the Saar railways. He could not therefore accept the amendment proposed by Italy.

M. SIMONI (Denmark) remarked that, in the second paragraph of Article 1 of the Convention on Taxation, only vehicles for *public* conveyance were excluded from the benefits accorded by the Convention, whereas Article 1 of the Convention on Commercial Motor Transport referred to all vehicles, including those used for the conveyance of passengers. Since the articles of these two Conventions corresponded, the Danish delegation proposed to delete the word "public" in the Convention on Taxation.

M. HÄUSERMANN (Switzerland) agreed with the delegates of Spain, Poland, Great Britain and the Saar. He thought that, if a stipulation exempting charabancs and lorries from taxation were inserted in the International Convention, the signatory States would be committed beyond recall before any light had been thrown upon the vexed question of competition between road and rail. The Swiss delegation therefore thought it more prudent to agree with the speakers who had recommended the exclusion of the said vehicles.

M. DE RUELLE (Belgium) agreed with M. Häusermann.

The CHAIRMAN stated that six speakers had declared themselves in favour of the draft prepared by the Fiscal Committee and that four had asked that it should be supplemented. He asked the delegate of the Fiscal Committee to explain the reasons in the mind of those who had drafted the text.

M. SINNINGHE DAMSTÉ (Fiscal Committee) explained that the Fiscal Committee had limited the draft which it had put forward for practical reasons only. The Committee thought it necessary to encourage international passenger traffic as well as goods traffic. At the same time it fully realised that grave problems such as that of the competition between rail and road might arise. Nevertheless, it did not think that this reason alone should influence efforts towards the improvement of the facilities for international traffic. If commercial motor traffic were useful, nothing, not even rail traffic, could stop its development. Nevertheless, the Fiscal Committee thought that there would be many States not yet ready to adopt such a liberal attitude towards this subject. This was undoubtedly regrettable, but the point had to be waived if a general agreement were to be reached. For these reasons the Fiscal Committee had confined itself to proposing the text under discussion. The Fiscal Committee, however, would be very glad if the Italian and German amendments were supported by a majority of the Committee.

M. SOUBBOTITCH (Yugoslavia) drew attention to the contradiction between the two suggestions made: the draft of the Fiscal Committee limited exemption to private vehicles, while the Italian proposal extended it to charabancs also.

The Yugoslav delegation could accept the Fiscal Committee's draft, but could go no farther. If the Committee wished to adopt a more extensive proposal, he thought that a resolution should be drawn up to this effect, but that exemption should not be given to the vehicles in question in the text of the Convention itself.

M. WALCKENAER (France) stated that he was in agreement generally with the Fiscal Committee's draft.

He would, however, remark that the text of Article 1 to the Convention on Taxation did not entirely agree with that of Article 1 of the Convention on Commercial Transport, both of which referred to vehicles used for the transport of passengers. Actually *public* conveyance was mentioned in the text of the article before the present Committee, while these words did not appear in the text of the other Convention. M. Walckenaer thought it necessary to draw attention to this divergence and to observe that a third category existed between charabancs used for public conveyance and the private vehicles previously mentioned—namely, that of vehicles used for the private conveyance of passengers for payment.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the difference which the French delegate had pointed out was intentional. When commercial motor vehicles were defined in the Convention on Commercial Transport, taxis and hired cars were included purposely, so that there should be no doubt as to the category to which these vehicles belonged from the international point of view.

As regards the Convention on Taxation, the proposed solution was, as the representative of the Fiscal Committee had said, an expedient. The Fiscal Committee, when limiting the scope of its draft had had in mind above all the question of competition between rail and road, and that of the use of the road by certain types of vehicle. Consequently, it had excluded these types from the benefits of exemption.

The question of deleting the word "public", raised by the French delegate, was connected with the Danish proposal. In the actual text of the original draft, hired cars and taxis enjoyed exemption. If the word "public" were struck out in Article 1, these particular vehicles would no longer be exempt from the tax.

M. WALCKENAER (France) thanked the Secretary-General of the Conference for his clear explanation. He was, nevertheless, convinced that it would be advisable to omit the word "public". If this were done, vehicles used for the transport of goods, as well as those used for conveyance of persons for payment—that was to say, charabancs, taxis and hired cars—would be excluded from the benefits of the Convention, and only private vehicles would be exempt. Of course, the scope of the Convention would thus be lessened, but this procedure would make agreement and generalisation easier, whether for plurilateral convention or for the conclusion of bilateral conventions.

M. MERKYS (Lithuania) agreed with the Yugoslav delegate, in view of the adverse effects which a broader convention might have upon railroad traffic.

M. MARCHWINSKI (Poland) considered that the distinction drawn between the two Conventions (Convention on Commercial Transport and Convention on Taxation) rendered the word "public" meaningless.

M. René MAYER (France) stated that the French delegation had alluded to taxis, because these were included in the Convention on Commercial Transport as doing public service. The question would arise elsewhere as to whether or not taxis could be included in that Convention. In any case, the French delegation had only wished to point out that, between the two categories envisaged—private cars and charabancs—there existed a third category which should be excluded from the Convention on Taxation, since it had been included in the Convention on Commercial Transport.

M. TAKKEN (Netherlands) concurred in the German proposal.

M. GÉBER (Hungary) would be unable to accept a Convention going beyond what was proposed in the Fiscal Committee's text. It might perhaps be possible to make a distinction between vehicles conveying passengers in the territory of a country without taking them up and vehicles not employed in a regular service.

The Hungarian delegation proposed that the first paragraph of Article 1 might be made more precise by the addition of the following words: "or in localities situated in its territories".

The CHAIRMAN ruled that the Hungarian delegate's observation with regard to the first paragraph of Article 1 would be discussed conjointly with that paragraph which had been postponed.

He proposed to take a vote by roll-call to decide whether the Fiscal Committee's text or the Italian amendment should be adopted.

M. SOUBBOTITCH (Yugoslavia) pointed out that, under the Transit Organisation's rules of procedure, the Italian amendment should be voted first because it was farthest from the text proposed.

The CHAIRMAN proposed that the concluding words, "or for the transport of goods" should be held over and that the Committee would vote on the deletion of the words, "for the public conveyance of passengers for payment".

M. SOUBBOTITCH (Yugoslavia) was anxious to make it clear that the deletion of these words meant that vehicles used for public conveyance would enjoy exemption.

The CHAIRMAN put this proposal to the vote.

The proposal was rejected by 14 votes to 5.

The CHAIRMAN invited the Committee to discuss the question of deleting the word "public".

The SECRETARY-GENERAL OF THE CONFERENCE observed that in this connection vehicles could be classified in two different categories—hired cars and taxis. It would therefore be advantageous to have separate votes on taxis and on hired cars. If the Committee decided that hired cars were not to be exempt, there would be some difficulty in proving whether the car belonged to the driver or whether it had been lent him gratis or hired or sold on the hire purchase system.

M. René MAYER (France) did not think it possible to split up the text for the purposes of voting; the question before the Committee was whether Convention on Taxation dealt only with private cars, public motor transport forming the subject of another Convention.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that the British delegation had proposed an additional clause to Article 1, paragraph 2, which would allow hired cars carrying not more than seven persons to be classified as private cars. Two classes of vehicle were therefore contemplated, and the Committee might perhaps vote for the deletion of the word "public" and hold over for the moment the question of hired cars.

The CHAIRMAN thought that there were objections to deleting the word "public" and thus setting up special regulations for hired cars. Although in the case of motor charabancs the Customs authorities could easily ascertain from the registration number and other papers the category to which the vehicle belonged, this would not be so in the case of the other vehicles, and it would be impossible to distinguish between private cars and hired cars.

M. René MAYER (France) remarked that the same difficulty occurred in regard to the Convention on Commercial Transport.

The SECRETARY-GENERAL OF THE CONFERENCE dissented. The Convention on Taxation was concerned with an exclusion which was intended to be restrictive, whereas the object of that on commercial transport was to bring certain categories of vehicles within the framework of the Convention.

The CHAIRMAN said that, if the word "public" were deleted, the Customs officers would have to satisfy themselves, whenever a car crossed the frontier, whether or no it was being used for conveyance for payment. He asked whether the Danish delegation pressed their amendment.

M. SIMONI (Denmark) replied in the affirmative. Denmark was anxious to prohibit the entry of numbers of foreign taxis conveying passengers to Denmark.

M. MARCHWINSKI (Poland) proposed that the question be adjourned, since it was not yet clear whether the vehicles under discussion would be included in the Convention on Commercial Transport. If, however, it was desired to delete the word "public", it would perhaps be possible to adopt the word "payment" with the addition of the adjective "presumed".

M. SINNINGHE DAMSTÉ (Fiscal Committee) urged the Danish delegate to withdraw his amendment and proposed that the Fiscal Committee's text should be completed by the addition of the words "hired cars".

M. SOUBBOTITCH (Yugoslavia) said that the question under discussion was whether the following categories should be debarred from the Convention: (1) vehicles for the public conveyance of passengers; (2) cars for hire; (3) taxis. These questions should first be settled in principle, and the Committee need not for the moment concern itself with formulas.

The CHAIRMAN asked whether the Committee wished to adhere to the Fiscal Committee's text.

The draft submitted by the Fiscal Committee was adopted, one delegation voting against.

The Danish delegation having withdrawn their proposal, the CHAIRMAN invited the Committee to discuss the German proposal to delete the concluding words in paragraph 2, "or for the transport of goods".

M. WAHL (Germany) said that, in his Government's view, exemption should extend to vehicles carrying goods. This form of transport was continually growing internationally. It was exempted under the Conventions concluded between Germany and certain other countries and the results had been found admirable.

M. RESINES (Spain) was against this proposal for the reasons which he advanced with regard to passenger transport. The Spanish Government considered that the foreign vehicles in this category should be subject to the same conditions as Spanish vehicles.

Mr. FRANKLIN (Great Britain) observed that the arguments advanced with regard to passenger transport applied even more strongly to the transport of goods. Although tourists were a source of profit to the country visited, this was not so in the case of the transport of goods which competed with the national means of transport, whether by rail or road. Great Britain therefore could not agree to exempt such vehicles which paid heavy taxes on British territory.

The CHAIRMAN put the German proposal to the vote.

The proposal was rejected by 14 votes to 2.

Mr. FRANKLIN (Great Britain) asked whether the Drafting Committee could draw up a clause under which exemption would be granted to two-wheeled trailers carrying tourists' personal luggage.

The CHAIRMAN proposed that this question should be dealt with in the report which would say that such trailers should enjoy the same treatment as private cars.

Mr. FRANKLIN (Great Britain) accepted the Chairman's proposal.

M. CENTNER (Saar) would like a closer definition of the term, "vehicles used for the public conveyance of passengers". In the Saar territory vehicles with more than eight seats would be held to be motor omnibuses, in accordance with a regulation which was shortly to be put into force. If there were no exact definition, it would be difficult to know whether a taxi should be placed on the same footing as a vehicle used for the public conveyance of passengers.

M. SOUBBOTITCH (Yugoslavia) thought that the definition proposed by the Saar delegate presented great difficulties. The proposal might be taken as the starting-point for studying this question, and it would be desirable in particular to determine whether the number of seats in the vehicle or that of the passengers actually transported should be taken as the basis.

The CHAIRMAN proposed that the question should be held over.

Agreed.

M. WOHL (International Chamber of Commerce) said he had abstained from commenting on the various proposals submitted because, after consulting the various associations concerned, the International Chamber of Commerce had come to the conclusion that the national systems of law were so divergent that it would be difficult to grant exemption even to the vehicles mentioned in Article 1.

He would suggest, however, the adoption of a recommendation to the effect that exemption should be extended to all vehicles used for the public conveyance of passengers and for the conveyance of goods for payment. This recommendation might be embodied in the Final Act.

The CHAIRMAN did not think it possible to put this proposal to the vote, because the Committee would then be recommending that the State should take measures which would conflict with the decisions adopted with regard to Article 1.

M. WOHL (International Chamber of Commerce) pointed out that his recommendation referred exclusively to the conclusion of bilateral conventions at some later time.

The CHAIRMAN thought that this question should be discussed conjointly with Point I in the Protocol. Point I said that the programme contained in the Convention represented a minimum, and consequently there would be nothing to prevent the countries from concluding between them bilateral conventions based on more liberal principles.

ARTICLE 2, PARAGRAPH 1.

The CHAIRMAN opened the discussion on Article 2, and drew attention to the four principles on which the Committee was asked to come to a decision.

The Fiscal Committee proposed that exemption from taxation should be granted for a period of ninety days. Some delegations considered this insufficient.

The next point to determine was whether the ninety days must be consecutive.

The Commission would have to decide on the method of computing the period of ninety days.

It would lastly have to determine the regulations which would come into force at the end of the period of exemption.

M. HÄUSERMANN (Switzerland) said that his country was prepared in principle to exempt all motorists entering and staying in the national territory, provided they retained their former domicile. Travellers in this category were regarded as being on a temporary visit and as not liable to the regulations governing motorists domiciled in the country.

He noted with pleasure that the present Convention constitutes an advance, but he would like the provisions to be still wider and more in conformity with the practice at present followed in Switzerland.

M. DE RUELLE (Belgium) warmly supported M. Häusermann and said that Belgium was ready to allow motorists to stay in the country for one year without having to pay taxes.

M. WAHL (Germany) observed that the system recommended in the German proposal (Annex 1, page 152) was similar to that in force in Switzerland.

The Committee therefore had before it two proposals, that by the Fiscal Committee which limited the total period of visits to one year's duration, and that of Switzerland and Germany which limited the duration of each visit.

The German Government's proposal was based on two considerations. First, the Fiscal Committee's system would be unfavourable to the frontier population. The ninety-day period would be too short for them. The German Government held that, if an international convention were concluded, it must necessarily afford facilities to frontier traffic. Secondly, the Fiscal Committee's system entailed a rigorous supervision and, consequently, the adoption of a fiscal card. Under the Swiss and German system there was no such supervision, and the Customs papers provided the Administration with all the necessary particulars.

M. Wahl therefore hoped that the Committee would adopt his amendment.

M. RESINES (Spain) thought that the period of ninety days should be a minimum and not a maximum. Countries like Spain which had a fiscal system based on reciprocity should have the power of granting longer periods to countries which afforded them the same treatment. Spain had concluded agreements with a number of countries under which exemption might be unlimited or run for ninety days, six months or a year. The Convention, therefore, far from representing an advance, was rather a step backward.

The CHAIRMAN pointed out that, if the Committee adopted the Fiscal Committee's text, it would be fixing a *minimum* and not a *maximum* of ninety days, because Article 1 of the Protocol laid down that longer periods might be agreed to under partial conventions.

He would urge delegates to communicate their opinion on the Swiss proposal which was similar to that of the German delegation, the only real difference being that, in the German scheme, foreign vehicles must return to their home base every fourteen days, whereas under the Swiss proposal they could stay for ninety days.

M. MARCHWINSKI (Poland) was in favour of the Fiscal Committee's draft. The Swiss delegate had referred to the domicile of motorists. That was a very complicated question in the various national systems of law. Under certain systems a person was legally domiciled in the country after ninety days' stay. A motorist therefore in this case would be domiciled in the country, whereas under the proposed convention his motor would not have acquired a new domicile.

The object of the Convention should be to encourage touring but not commercial transport. It must be pointed out that the German scheme hardly favoured touring at all, since the period of each visit must not exceed a fortnight.

M. Marchwinski agreed with the Chairman that the ultimate goal of all the drafts under consideration was complete exemption. It should be pointed out that, under the Swiss system, it was enough for a motorist to stay four or five days each year in his country of origin. Under the Belgium system, he might even have to stay only one day. If these various proposals were accepted, the Committee would therefore be going counter to the object in view. The Polish delegation nevertheless would agree to extend to, say 180 days, the period suggested by the Fiscal Committee.

M. SOUBBOTITCH (Yugoslavia) was not prepared for the moment to deal with the substance of the question, but pointed out that according to one of the arguments advanced by the German delegate the system recommended by the Fiscal Committee was based on the idea of the need for encouraging frontier traffic. There was, however, nothing in the draft before the Committee to confirm this contention. M. Soubbotitch did not consider that traffic in frontier zones could be regulated by a general convention. This was a question which should be dealt with in bilateral conventions and should therefore be eliminated.

M. ZAPPALA (Italy) would vote in favour of the text proposed by the Fiscal Committee which was in line with Italian law.

M. SINNINGHE DAMSTÉ (Fiscal Committee) said there was no need for him to remind members that the Fiscal Committee's goal was total exemption. It had, however, adopted a period of three months with the object of facilitating an agreement which all States would sign.

The Fiscal Committee had not concerned itself primarily with frontier traffic. Its main desire had been to encourage international touring. The ninety days' exemption might of course be beneficial to frontier traffic. In this connection the Fiscal Committee had considered the meaning which should be attached to the term "day". It had come to no decision but had recommended that "the States concerned should consider the possibility of uniformly reckoning a day from midnight to midnight . . . the day of entry, however, not counting in calculating the length of stay". In this way the Fiscal Committee had thought of encouraging frontier traffic subsidiarily.

The only difference between the Swiss and German proposals was in the duration for which exemption would be granted. M. Sinninghe Damsté thought that the period proposed by Germany might be vexatious to tourists wishing to stay several weeks. He favoured the Swiss proposal in principle, but was not sure that a majority could be obtained for the principle of total exemption which was the underlying idea. Perhaps it would be expedient to keep to the Fiscal Committee's text on the understanding that countries wishing to grant more liberal terms could sign the optional protocol.

The CHAIRMAN noted that there were three proposals before the Committee :

First, the Swiss proposal to grant exemption for ninety days, renewable at each entry. That was the first proposal on which a vote should be taken, as it was the farthest from the text proposed.

Secondly, the German proposal, similar to the Swiss proposal, but fixing the period of exemption at fourteen instead of ninety days.

Lastly, the Polish proposal to adhere to the Fiscal Committee's text but to increase the period to 180 days.

The foregoing proposals would be discussed in the above order at the next meeting.

SECOND MEETING

Held on March 17th, 1931, at 4 p.m.

Chairman : M. BORDUGE (Chairman of the Fiscal Committee).

II. Draft International Convention on the Taxation of Foreign Motor Vehicles (continued).

ARTICLE 2, PARAGRAPH 1 (continued).

The CHAIRMAN observed that amendments to Article 2 had been submitted by the following delegations : Switzerland (see Annex 2, page 153); Germany (see Annex 3, page 153); Poland and Spain (see Annex 4, page 154).

He opened the discussion on the first sentence in the Swiss amendment, reading :

"The exemption laid down in Article 1 shall be granted in each country for a consecutive period of stay of ninety days, as from the date of each entry."

According to this amendment, the period of ninety days was renewable after each visit of the car to its country of origin. Exemption might therefore extend over the whole year.

M. TAKKEN (Netherlands) observed that the Dutch system was particularly liberal to foreign cars (see page 178 of the *Series of International Regulations*). Foreigners were granted total or partial exemption subject to reciprocity. The Dutch delegation, therefore, supported the Swiss amendment and, if the latter were rejected, the German amendment. The Dutch delegation did not altogether approve the system of the fiscal permit, as the inspections which the Governments would have to carry out under Article 4 could not be combined with the regulations in force in the Netherlands for the registration of cars.

M. WALCKENAER (France) drew attention to the malpractices to which the Swiss amendment might give rise. The clause "as from the date of each entry" would make it possible for a motorist to extend the ninety days' period indefinitely by returning for a few hours to his car's country of origin.

M. STATHATOS (Greece) said that under the Greek law foreign cars were exempt from taxation for a period which might extend to as long as eight months. The fiscal permit would, he thought, give rise to difficulties.

M. HÄUSERMANN (Switzerland) admitted that the malpractices referred to by M. Walckenaer might occur. It should be observed, however, that, if a tourist stayed more than ninety days in a country, he could be taxed on the same basis as if he were domiciled there. The main thing was that a tourist should not pay a second tax in a country he was visiting, inasmuch as he had already paid it in his country of origin.

M. SINNINGHE DAMSTÉ (Fiscal Committee) pointed out that for motorists living near the frontier this privilege would be tantamount to exemption pure and simple.

M. GHICA (Roumania) thought that it would be better not to adopt any clause based on the concept of domicile or residence, because a legal definition would have to be found for these terms. In his view ninety days' exemption per annum sufficed. He approved the French delegate's observation concerning the malpractices for which the Swiss amendment might open the way.

M. SOUBBOTITCH (Yugoslavia) agreed that any idea of domicile should be discarded and that the only factor to be considered should be the domicile of the car itself—that was to say, the place where it was registered. The second factor would be merely the time spent in the foreign country.

Frontier traffic should be governed by special agreements between adjacent countries, and should not therefore be dealt with by the present Conference.

The text in the original draft completely satisfied the Yugoslav delegation, which would vote in favour of it.

M. DE RUELLE (Belgium) was also in favour of having an extremely simple system. The Swiss proposal satisfied him in this respect. It might be assumed that persons having more than one domicile were so rare that there was no need to deal specially with their case.

The fiscal permit would, he thought, be bound to complicate considerably the work of Customs officers.

M. WALCKENAER (France) thought it a mistake to link up the question of the liberal treatment to be accorded to foreign cars with that of the fiscal permit. It must, besides, be remembered that the concept of domicile and residence was still very vague and that in actual fact quite a large number of people had two domiciles.

The simplest system of all was to have an annual non-replaceable fiscal permit per car, which would entitle motorists to ninety days' exemption. The danger of allowing the exemption to be renewable each time a car returned to its country of origin was that it would enable certain motorists to evade payment of taxation both in the country of origin and in the country they were visiting.

The SECRETARY-GENERAL OF THE CONFERENCE explained that the draft Convention did not cover particularly frontier traffic, which was still to be dealt with in bilateral conventions. The fiscal permit would considerably simplify the Customs formalities to be performed by a motorist each time he entered a foreign country. At present, on entering each country, he received a paper which acted as a fiscal permit. In future, there would be only one paper for all countries. This, therefore, would be a simplification similar to that effected by the adoption of the international driving licence.

M. WALCKENAER (France), in reply to M. de Ruelle, who observed that legally a person's domicile was at the place where he had his principal establishment and that cases of double domicile were infrequent, said that the possession of two domiciles was less rare than was thought, because the Administrations often conceded the possession of a simple *de facto* domicile for a specific act. Besides, in certain cases, only the courts could determine definitely a person's principal establishment, and the position would be unduly complicated if application had to be made to them.

M. WAHL (Germany) said that, in his delegation's view, the draft Convention was intended to encourage, not only touring, but motor traffic as a whole. On this ground it considered the Swiss amendment, or if that were not approved, the German amendment, preferable to the text in the original draft.

In reply to the observations of the Secretary-General of the Conference, it should be observed that, if foreign motor-cars were exempt from taxation, there would be no need to have a fiscal permit. That was the case in Germany in regard to cars coming from countries with which Germany had an agreement.

While accepting the Swiss amendment in principle, the German delegation would vote against it, because their Government considered the ninety days' period far too long.

M. SINNINGHE DAMSTÉ (Fiscal Committee) thought that the Swiss amendment was in conformity with the Optional Protocol under which foreign cars could be given complete exemption for a period which might be as long as one year. It would, however, be a mistake to suppose that the Swiss amendment would make the fiscal permit superfluous. Under the amendment cars staying in a country longer than ninety days might be taxed; hence, they must necessarily be accompanied by a paper furnishing proof of the duration of their stay. No such paper would be required for countries signing the Optional Protocol, because exemption was based solely on reciprocity. The Fiscal Committee's draft appeared, therefore, preferable to the Swiss proposal.

Colonel PÉRON (International Association of Recognised Automobile Clubs) said that there was no need for the Committee to concern itself with the domicile or residence of the car's owner. The only point to be specified was the domicile of the car; that was to say, its place of registration. A motorist would not register his car in two different places, because he would then have to pay the tax twice over. The nationality of a car was therefore determined by its registration.

As to the period of exemption, Colonel Péron might say that the ninety days' exemption would be well received by motorists. It represented, in fact, a lengthy tour and amounted to the average of the periods granted at present in many countries.

Mr. FRANKLIN (Great Britain) supported Colonel Péron's statement concerning the domicile of a car. He might quote the very common case of an American who, on coming to Europe, bought a car which was inevitably held to have the nationality of the European country in which it was first registered.

As to the period of exemption, Great Britain could not agree to a renewal of the ninety days' period. The period at present granted in Great Britain was four months, but the Government had given the delegation instructions to vote in favour of ninety days.

The first sentence in the Swiss amendment was put to the vote and rejected by 11 votes to 3.

Amendment proposed by the German Delegation.¹

The first sentence in the German amendment proposing a period of fourteen days, to be renewable, was put to the vote and rejected by 13 votes to 3.

Amendment proposed by the Polish Delegation.

The Polish amendment proposing exemption for 180 days was put to the vote and rejected by 12 votes to 4.

Amendment proposed by the Spanish Delegation.²

M. RESINES (Spain) explained that the purpose of his amendment was to empower the countries to vary, by partial agreement in the sense of allowing an extension, the minimum period for exemption from taxation laid down in the Convention.

The CHAIRMAN noted that all members agreed that States could always conclude bilateral conventions for the purpose of granting one another mutual benefits in excess of those specified in the Convention. A clause to this effect would be most suitably embodied in a new article, as suggested by the Yugoslav delegation.

M. RESINES (Spain) provisionally withdrew his delegation's amendment.

The CHAIRMAN put the following clause in Article 2 to the vote :

“ For one or more periods of stay totalling not more than ninety days passed in that country and expiring exactly one year ”

This clause was adopted by 15 votes to 1.

The CHAIRMAN opened the discussion on the method of computing the duration of the car's stay in a foreign country.

In the course of the debate which followed, attention was drawn to the following points which might give rise to difficulties :

Need for preventing the abuse that may result from a clause allowing motorists to enter and leave a country each day without ever commencing the period of ninety days' exemption granted to them.

Need for obviating the possibility that a few hours may be reckoned as two days; e.g., supposing the motorist enters the country very shortly before midnight and leaves it very shortly after midnight.

¹ See Annex 3, page 153.

² See Annex 4, page 154.

Need for a clear definition of the term "day"; *i.e.*, whether it should be the solar day or a twenty-four-hour day calculated from hour to hour.

The following suggestions were made :

A day to be calculated from midnight to midnight, not counting the day on which the car enters the country (suggestion in the Fiscal Committee's report).

A day to be calculated from midnight to midnight, not counting the day on which the car leaves the country (suggestion of the Chairman).

The car's stay to be calculated from hour to hour, the total being divided by 24 to determine the number of days, any stay of less than a half-day being disregarded and any stay of more than a half-day counting as one day (suggestion of the Yugoslav delegation).

A day to be calculated from midnight to midnight, the day on which the car leaves not being counted when an entire day has elapsed between the date of entry and the date of exit. This would amount to granting a rebate of one day's exemption after a stay of not less than two days (suggestion of the Secretary-General of the Conference).

Mention was also made of the following difficulties :

Computation from hour to hour may involve complications in view of the difference in the official time of two neighbouring countries.

Any very hard and fast method of computation may handicap week-end touring abroad.

M. HÄUSERMANN (Switzerland) and M. HAJEK (Czechoslovakia) observed that there were strong objections to the method of computation by which a few hours spent in a country after midnight would be regarded as equivalent to an entire day. They were strongly in favour of a system like that proposed by the Yugoslav delegation, under which any fraction of time less than a certain number of hours was regarded as negligible.

The CHAIRMAN invited the Committee to vote on the principle that the period of stay be computed from hour to hour.

This method was rejected by 8 votes to 3.

The CHAIRMAN inferred from the vote that the *Committee was in favour of computing the day from midnight to midnight.*

The CHAIRMAN opened the discussion on the minimum fraction of a day to be regarded as an entire day.

The SECRETARY-GENERAL OF THE CONFERENCE observed that there were two possible sorts of abuse :

(1) It must not be possible for a few minutes after midnight to be counted as an entire day.

(2) It must not be possible for a motorist, who entered a country at 1 p.m., spent the whole of the next day there, and went home at 11 a.m. on the third day, to be regarded as having spent only one day in the country.

The CHAIRMAN put the following clause to the vote :

" Any fraction counting as a whole day."

The Committee decided against this clause by 10 votes to 6.

The CHAIRMAN put the following amendment to the vote :

" Any fraction in excess of eight hours counting as a whole day."

This amendment was adopted by 11 votes to 2.

The CHAIRMAN put the following clause to the vote :

" The day of entry not counting in calculating the length of stay."

The Committee decided against this clause by 8 votes to 3.

The CHAIRMAN pointed out that, in view of the voting, the Committee must necessarily decide on a minimum period of stay in order to prevent motorists being able to pass seven hours each day in a foreign country without ever paying the tax.

The SECRETARY-GENERAL OF THE CONFERENCE and Colonel PÉRON drew attention to the complication which would follow at frontiers where there was intense traffic if the hour of entry and exit had to be recorded. On days when the roads were full, this would lead to traffic blocks and disputes. Customs officers could not be expected to comply with this complicated method of calculating the duration of a car's stay especially as the date was entered on the papers with an ink rubber stamp set for the entire day.

M WALCKENAER (France) proposed the following text which would obviate the necessity of computing by hours :

" A day will be computed from midnight to midnight, any fraction counting as an entire day. Nevertheless, the day of exit will not be counted when there is a difference of not less than three days between the date of entry and the date of exit."

Mr. FRANKLIN (Great Britain) supported this proposal, because in England it was difficult to determine the hour when a car entered the country, because legally such hour was the hour at which the ship entered British territorial waters limit. The time required for the unloading of the car must also be taken into account.

The CHAIRMAN noted that the Committee desired to withdraw the vote taken previously.

The system of computing by hours was rejected by 11 votes to 3.

The text submitted by M. Walckenaer was put to the vote and adopted by 12 votes to 2.

This text shall be referred to the Drafting Committee for final revision of the wording.

MODEL FISCAL PERMIT.

The CHAIRMAN opened the discussion on the last clause in Article 2, paragraph 1 :

“ As from the date of issue of the fiscal permit provided for in Article 3.”

Colonel PÉRON (International Association of Recognised Automobile Clubs) said that his Association was strongly against the fiscal permit, which would only be an additional complication for motorists—who, as it was, had to procure a large number of papers—as well as for Customs officers who would have to make the necessary entries. He remarked that the period of exemption could be calculated with the present documents : the international motor-car licence, triptych or Customs permit. Several countries which granted tax exemption had not found a fiscal permit to be necessary. In Switzerland, for instance, foreign motorists enjoyed three months' exemption without any formality. Consequently, and in view of the special measures to be adopted for frontier traffic, if the passing of frontiers were to be facilitated, it would bead visable not to introduce complications in the shape of a fiscal permit which was not a necessity. As regards the receipt issued on entry into France, Colonel Peron pointed out that it was against taxes paid, and not a document giving a right to exemption.

M. WALCKENAER (France) gave the reasons for which the Permanent Committee on Road Traffic had considered it indispensable to issue a fiscal permit which could in no case be renewed. It would not be impossible for a motorist who lost his permit to continue his trip, but he could only do so on payment of a tax. There was ground for fearing that the system suggested by Colonel Péron would make it possible for a dishonest motorist to try and obtain a further exemption from taxation on the pretext that he had lost his fiscal permit.

The Committee decided by 10 votes in favour of the principle of a fiscal permit (last clause in Article 2, paragraph 1).

ARTICLE 2 (continued), PARAGRAPH 2.

The CHAIRMAN opened the discussion on Article 2, paragraph 2, laying down the system to be applied after the expiry of the ninety days' exemption.

Three systems had been proposed :

- (1) That in the original draft;
- (2) That in the Italian amendment (Annex 5, page 154); and
- (3) That in the Swiss and German amendments (Annex 2, page 153), and Annex 3, page 153).

The Italian system was more generous, and the Swiss and German systems less generous than that in the original draft.

M. ZAPPALA (Italy) said that, in regard to the period following the ninety days' exemption, his delegation's amendment proposed that the fee or tax would be payable at the rate of one-twelfth of the annual tax for each month spent by the car in the foreign country in excess of the ninety days. The laws of the various countries differed as to the method of calculating the tax due on a car registered in the course of the calendar year. Under some laws no rebate was allowed for the period preceding registration. A uniform system would accordingly facilitate touring, and the Italian delegation proposed that Article 2, paragraph 2, should read as follows :

“ In computing the period following the ninety days' exemption the fee or tax will be payable—for the remainder of the year—at the rate of one-twelfth of the annual tax for each month which the car has spent in the foreign country concerned.”

In reply to a question by M. WALCKENAER (France), M. ZAPPALA (Italy) explained that the year referred to would be the calendar year, that a motorist would in any case have exemption for ninety days, and consequently would only pay the tax upon the expiration of the time-limit.

M. HANSEZ (International Association of Recognised Automobile Clubs), speaking on behalf of motorists, was strongly in favour of the Italian amendment.

Mr. FRANKLIN (Great Britain) was opposed to the Italian scheme which involved a new system of taxation after the ninety days had expired. A foreigner had no cause for complaint if he was treated on the same footing as nationals when he spent more than ninety days in a country.

M. MARCHWINSKI (Poland) also was against the Italian proposal, which would necessitate serious changes in the Polish fiscal laws.

M. DE RUELLE (Belgium) pointed out that the Italian amendment was based on the same principle as that contained in the original draft under which, on the expiration of the ninety days, motorists would pay taxes only for the subsequent period of their stay.

The Italian amendment was a little more liberal and proposed that the tax should be payable in monthly instead of in quarterly instalments.

M. SINNINGHE DAMSTÉ (Fiscal Committee) thought the Italian proposal constituted a measure which completely entered into the idea of the favourable treatment of foreigners which inspired the draft. The Dutch system was even more liberal. Under it the tax to be paid by foreign motorists was calculated proportionately to the number of days spent in the country on the expiration of the ninety days.

The Italian amendment was put to the vote by roll-call and was defeated by 8 votes to 7, 3 delegations abstaining.

M. WAHL (Germany) withdrew his amendment.

M. HÄUSERMANN (Switzerland) withdrew his delegation's amendment.

Article 2, paragraph 2, in the text of the original draft, was adopted by 13 votes to 1.

THIRD MEETING

Held on March 18th, 1931, at 4 p.m.

Chairman: M. BORDUGE (Chairman of the Fiscal Committee).

III. Draft International Convention on the Taxation of Foreign Motor Vehicles (continued).

ARTICLE 3, PARAGRAPH 1.

The CHAIRMAN opened the discussion on Article 3 of the draft and pointed out that two amendments had been submitted, one by the German delegation (Annex 3, page 153) and the other by the Spanish delegation (Annex 6, page 154).

M. WAHL (Germany) said that the German delegation withdrew their amendment which was no longer necessary in view of the decision taken on the previous day.

M. RESINES (Spain) explained that the object of his amendment was to enable automobile or touring associations appointed by the authority of a country to issue fiscal permits and not only the competent authority itself. The Spanish delegation asked that a fiscal permit issued by one of those associations on the general responsibility of the State should be accepted by other States.

Colonel PÉRON (International Association of Recognised Automobile Clubs), speaking on behalf of motorists, strongly supported the Spanish amendment. He pointed out that motorists obtained all the documents they needed from their automobile clubs and that it would be an advantage if the clubs could also issue the fiscal permit.

M. STATHATOS (Greece) also supported the Spanish amendment.

Mr. FRANKLIN (Great Britain) was opposed to the Spanish amendment because the fiscal permit differed from the traffic documents provided for in the Convention of 1926 in that it affected taxation. There should be some guarantee that several fiscal permits would not be issued during the same year for the same vehicle, and he considered that it would be dangerous if the power to issue the permit, which in England was entrusted to the registration authority, were extended to automobile clubs and touring associations.

M. DE RUELLE (Belgium) supported the Spanish amendment and pointed out that the automobile clubs and other similar associations had been of great service in issuing documents to motorists. Up to the present there had been no carelessness on their part.

Colonel PÉRON (International Association of Recognised Automobile Clubs) pointed out that for many years automobile clubs had delivered other important documents, particularly triptychs and Customs inspection documents, which sometimes represented considerable sums. He therefore considered that they could be entrusted with the issue of fiscal permits. He added that the Governments would be free to declare these associations competent to do so.

Mr. FRANKLIN (Great Britain) explained that, though he had not the slightest doubt as to the integrity of the automobile clubs, he thought fiscal permits should be issued by one authority in each country in order to prevent the issue of two or three copies for the same vehicle.

M. RESINES (Spain) observed that his amendment contained the words "appointed by the said authority", which showed that the Governments could obtain all the guarantees they desired and even refuse to declare any association competent.

Thus it would be for the authorities of the country to see that the abuses to which Mr. Franklin had referred did not arise.

M. SINNINGHE DAMSTÉ (Fiscal Committee) recommended the adoption of the Spanish amendment and was glad of an opportunity to testify to the satisfactory results of co-operation between the public authorities and certain important private associations. He saw no reason for fearing that several fiscal permits would be issued for the same vehicle, even if the administration which issued permits was not centralised, which would frequently be the case: it was stated in the report of the Fiscal Committee (page 9 of the original draft) that fiscal permits should only be issued on the production of the registration documents, and the issue of a permit would be indicated by the stamping of the said documents.

Colonel PÉRON (International Association of Recognised Automobile Clubs) explained that control would be facilitated if the production and stamping of the registration certificate were required. He thought that a similar system of control could easily be organised in those countries in which registration certificates did not exist. He added that the automobile clubs were already organised internationally together with the touring-clubs for controlling the issue of triptychs and Customs permits. Motorists who had no right to Customs facilities were refused such documents by all tourist associations in all countries.

M. René MAYER (France) accepted the Spanish amendment, in view of the fact that it contained only one optional provision. He thought, however, that special measures of control should be instituted in this case.

M. MERKYS (Lithuania) also supported the Spanish amendment.

The following words: "In order to claim in the territory of any of the High Contracting Parties the benefit of exemption, the vehicle must be provided with a fiscal permit issued by the competent authority of the country of registration" *were adopted.*

The following words: "or by an association appointed by the said authority"—the additional words forming the Spanish amendment—*were adopted by 16 votes to 1.*

The following words: "drawn up on the model given in the Annex to the present Convention" *were adopted, subject to the adoption of the model itself.*

MODEL FISCAL PERMIT (*continued*).

The CHAIRMAN opened the discussion on the model fiscal permit annexed to the original draft.

M. TAKKEN (Netherlands) thought it necessary that the fiscal permit should provide for the fact that the registration system differed in the various countries. In some the vehicle was numbered and the number followed it throughout its existence. In others a number was given to the owner, who could pass it on from vehicle to vehicle, which meant that the number changed when the vehicle changed hands. Provision should also be made for cases in which the engine was changed.

M. René MAYER (France) thought it would be advisable to describe on the first page of the permit the engine on which, in France, the taxation of the vehicle was based.

He also considered that the particulars contained in the permit should be given in several languages.

M. WAHL (Germany) supported the second suggestion.

The Committee *agreed* that the particulars given in the fiscal permit should be translated into several languages.

M. René MAYER (France), during the discussion as to the advisability of recording on the first page the particulars on which the taxation of the vehicle was based in the various countries, thought that there was no objection to giving in the fiscal permit information which was already given in the motorist's international road permit, and that this would make it possible to carry out the taxation formalities more rapidly when the period of exemption of ninety days was exceeded.

M. HÄUSERMANN (Switzerland) thought that in view of the differences between one country and another in the method of levying taxation, it would be preferable to limit the particulars given in the fiscal permit to the information necessary to enable the length of the stay in the country to be determined.

Mr. FRANKLIN (Great Britain) drew attention to the unsatisfactory translation of the expression "marque du châssis", the English for which should be "make".

M. RESINES (Spain) drew attention to the word "détenteur". He would prefer the term "possesseur". In Spain the "détenteur" was a person who held something irregularly.

M. René MAYER (France), during the discussion as to the respective merits of the words "propriétaire", "possesseur" and "détenteur", pointed out that some legislations—for example, the French legislation—recognised and taxed only the owner of the vehicle.

Colonel PÉRON (International Association of Recognised Automobile Clubs) put the question in the following way: The owner of a vehicle who in France held a grey card, that was to say, a registration certificate for the vehicle, should alone be entitled to a fiscal permit. The fiscal permit should therefore be considered as the document establishing ownership of the vehicle. If the owner handed his car to another person, he would at the same time hand him the fiscal permit. If this document were to be issued to the possessor (*détenteur*) of the car, there would be a risk of duplication. He therefore proposed that a single permit should be issued to the holder of the registration certificate, subject to the reservation that he could be represented.

The CHAIRMAN put to the vote the proposal that only the owner should be mentioned in the fiscal permit, it being understood that the fiscal permit could be handed over to another person for presentation to the Customs authorities at the same time as the vehicle.

This proposal obtained 8 votes to 8 and was therefore rejected.

It was then decided that the text of the model fiscal permit should be maintained as far as this point was concerned, subject to the translation of the word "détenteur" into the various languages by an appropriate term.

The CHAIRMAN opened the discussion on the proposal of the Netherlands delegation to provide for possible changes of engine in the fiscal permit, in cases in which the registration system of a country required a change in the registration number as the result of a change of engine.

M. HÄUSERMANN (Switzerland) supported the view of M. Mayer (France) that this would complicate matters, and pointed out that, out of 50,000 triptychs issued by the Swiss Administration, there had been only five cases of change of engine.

M. SINNINGHE DAMSTÉ (Fiscal Committee) thought that the Netherlands delegation could withdraw their amendment in regard to changes of engine, but insisted, on the contrary, that it was necessary to provide for a change in the registration number on the sale of a vehicle. That system was employed in several countries, in particular the Netherlands. He asked whether the fiscal permit should be changed in such cases.

Colonel PÉRON (International Association of Recognised Automobile Clubs) thought it essential to change the fiscal permit when the registration number was changed as the result of the sale of the vehicle. The registration number was in fact the basis of the fiscal permit system, since it served to determine the nationality of the vehicle.

Mr. FRANKLIN (Great Britain) did not see how a fiscal permit could be changed during the year. In his view, it should remain unchanged for a whole year. How could visas be transferred from one permit to another?

The Netherlands proposal to indicate changes in the registration number in the fiscal permit which, according to certain legislation, might accompany a change of ownership, was adopted by 7 votes to 4.

The CHAIRMAN noted that the model fiscal permit was adopted with the two following amendments: translation into several languages and reference to possible changes in the registration number.

The first paragraph of Article 3 was adopted with the above amendments.

ARTICLE 3 (continued), PARAGRAPH 2.

The CHAIRMAN opened the discussion on the second paragraph of Article 3:

"This fiscal permit must be presented for endorsement at the frontier Customs offices on arrival in, and departure from, each country visited."

Mr. FRANKLIN (Great Britain) pointed out that in England permits would be endorsed by the authorised automobile associations and not by the Customs offices. He therefore proposed the following addition:

". . . or the offices of organisations authorised for this purpose by the Government."

M. SINNINGHE DAMSTÉ (Fiscal Committee) pointed out that the question had already been discussed in the Fiscal Committee, as would be seen from the following passage of its report (page 9 of the original draft):

"Article 3 says that fiscal permits will be endorsed at the frontier Customs offices. This does not mean that the officials entrusted with this duty must necessarily be Customs officials; but it was thought that, as motorists must in any case stop at these offices, they should be spared the necessity of having to comply with other formalities elsewhere before being allowed to travel freely in the territory of the country visited. In this connection, the Committee noted the special case of Great Britain, where vehicles arrive by sea and where motoring licences are issued by automobile clubs and touring-clubs in places other than Customs offices.

The Committee thought that, in this particular case, the practice offered no drawbacks and might be expressly authorised in a clause figuring in the Final Protocol of the Conference adopting the Convention."

He was of opinion that a clause relating to Great Britain should be placed in the Final Protocol.

Mr. LESTER (Irish Free State) asked that, if it were agreed to make such a provision relating to Great Britain, it should be provided in regard to Ireland, where the arrangements were somewhat similar.

The CHAIRMAN put the British proposal to the vote.

By 7 votes to 5 the Committee objected to the introduction of the provision in the text of the Convention.

By 12 votes to 2 it decided to insert it in the Protocol.

Article 3 was adopted with the above amendments.

ARTICLE 3a.

The CHAIRMAN pointed out that the Czechoslovak delegation had proposed an Article 3a (see Annexes 7a and 7b, pages 154 and 155) the grounds for which were to be found in Annex 7a.

M. HÄUSERMANN (Switzerland), during the discussion, observed that the penalties laid down in the Czechoslovak amendment were extremely severe. He pointed out that, when the documents of a motor vehicle had not been stamped on departure from a country, the question was considered as settled by the payment of a small indemnity, provided the date of departure was proved satisfactorily. The same arrangement could be adopted in the case of fiscal permits, for in most cases the omission of the Customs visa on departure was accidental. He recognised that it was necessary to lay down penalties in respect of motorists who endeavoured to leave the country fraudulently.

M. DE RUELLE (Belgium) was opposed to the principle of making it obligatory on the signatory States to impose penalties. The Convention should give certain rights to the motorist who conformed to its provisions. If he did not do so, he would fall under the ordinary jurisdiction of the country, which would deal with the matter entirely independently.

M. SINNINGHE DAMSTÉ (Fiscal Committee) was also of opinion that the measures imposed in the Czechoslovak amendment were too severe. A fine seemed to him to be sufficient. A motorist who had left the country without paying the dues in respect of a stay exceeding ninety days could be refused a new period of exemption until he had paid them.

The CHAIRMAN requested the Committee to come to a decision in regard to the text of Article 3a, paragraph 1, proposed by the Czechoslovak delegation.

This text was rejected.

The CHAIRMAN put to the vote the same paragraph as amended by the Swiss delegation :

"If a vehicle leaves a country which it has visited without the fiscal permit being endorsed on departure, and if the date of departure cannot be established, no further exemption from dues in that country may be granted until the permit has been renewed."

This text was adopted by twelve votes to four.

It was agreed, at the request of M. DE RUELLE (Belgium), that State signatories would not be obliged to impose such a penalty, and that the text should be amended in this sense. At the request of M. SOUBBOTITCH (Yugoslavia), it was agreed that the text did not in any way prejudge the penalties which the legislation of a country might lay down for the above infringement.

The CHAIRMAN requested the Committee to take a decision in regard to the second paragraph of Article 3a proposed by the Czechoslovak delegation :

"Such vehicle shall pay in the said country the dues in respect of the period which has elapsed between the date of the last endorsement on arrival in the country and the date on which departure from the said country can be established."

to which the Swiss delegation proposed to add :

"when that period exceeds ninety days".

Colonel PÉRON (International Association of Recognised Automobile Clubs) observed that two cases would arise : In the first, the motorist left the country before the period of exemption of ninety days to which he was entitled had elapsed. If, on leaving the country, he neglected to have his permit endorsed, that proved that he was not interested in further exemption. In the second case, he remained in the country longer than ninety days. In that case he would be in the same irregular position as the nationals of the country and he would therefore be exposed

daily to the risk of being charged with a contravention and compelled to pay the tax. He would also run the risk of being charged at the Customs house on leaving the country. In that case the common law penalties would be applied automatically and it would not appear necessary to make special provisions in the Convention.

M. WAHL (Germany) suggested that the question be referred to the Sub-Committee on Customs formalities and triptychs.

The second paragraph of Article 3a was put to the vote, and rejected.

The CHAIRMAN concluded that common law penalties would apply.

M. SINNINGHE DAMSTÉ (Fiscal Committee) agreed with M. Häusermann (Switzerland) that the number of departures without endorsement was rather high (1,000 out of 55,000 triptychs). He suggested that penalties should be laid down in a second paragraph to Article 3a, as follows :

“ The exemption for which provision is made in the first paragraph shall not be granted for the following year until the dues for the previous year have been paid.

“ In any case the State concerned is authorised to recover the costs by levying an administrative tax.”

M. DE RUELLE (Belgium) saw no necessity for including such a proviso in the Convention, since the various treasuries were entitled to recover the dues.

He drew attention to the case of a motorist who changed his vehicle and thereby escaped taxation because the exemption was granted to the vehicle and not to the owner. The clubs competent to issue fiscal permits would have in their possession a list of the owners of vehicles, but it was doubtful whether they would have in their possession also a list of the vehicles in circulation.

The CHAIRMAN observed that the Convention itself was based on the principle that the vehicle would be accompanied by a document which would be specially attached to it. Probably each State would keep a list of vehicles for which a permit had been authorised. The fact that the documents relating to the registration of the vehicle would be stamped at the time of the issue of the permit would reduce cases of fraud considerably. Moreover, the Committee had already decided that the fiscal permit was attached to the vehicle and not to the motorist, and, if this were altered, the whole Convention would have to be changed.

The Chairman requested the Committee to decide once again whether the permit should be attached to the vehicle alone, *and the Committee decided in the affirmative by thirteen votes to two.*

M. SINNINGHE DAMSTÉ (Fiscal Committee) withdrew his suggestions.

M. HÄUSERMANN (Switzerland) observed that the authorities of the country which the motorist had left without an endorsement were not entirely helpless, for, if the fiscal permit were not endorsed on departure, the Customs document would not be endorsed, and the surety paid by the motorist would remain in the hands of the Administration as security.

FOURTH MEETING

Held on March 19th, 1931, at 4 p.m.

Chairman : M. BORDUGE (Chairman of the Fiscal Committee).

IV. Draft International Convention on the Taxation of Foreign Motor Vehicles (continued).

ARTICLE 7 : APPOINTMENT OF A JOINT SUB-COMMITTEE.

The CHAIRMAN announced that the Committee on Commercial Motor Transport had asked that Article 7 might be studied by a joint sub-committee consisting of three members of the Committee on Commercial Motor Transport and three members of the Committee on Taxation. The Committee on Commercial Motor Transport had appointed three members belonging to the French, Spanish and Polish delegations. The Chairman therefore proposed that the Committee should appoint members of the Belgian, British and German delegations.

Agreed.

Mr. FRANKLIN, M. DE RUELLE and M. WAHL were appointed members of the Sub-Committee, with M. SINNINGHE DAMSTÉ to represent the Fiscal Committee.

ARTICLE 4.

The Committee adopted the first sentence of Article 4 reading : “ The fiscal permit shall be valid for one year from the date of issue ”.

The second sentence, reading : “ Should the vehicle pass into the hands of a new proprietor or possessor, the necessary modifications shall be made in the permit by the competent authority ”, was adopted.

The Committee *agreed* that the Drafting Committee should take into account the decisions passed at the previous meeting to the effect that changes in the car's number consequent on a change of proprietor, or even without change of proprietor in certain circumstances laid down by various systems of law, and annual changes of number prescribed by the law of certain countries, in particular Yugoslavia and Latvia, should be entered in the fiscal permit.

The Committee *adopted the second paragraph of Article 4*, reading: "A new permit may not be issued for the same vehicle, even as a duplicate, before the expiration of the period of validity indicated above."

In reply to a question by M. Sinninghe Damsté, the CHAIRMAN explained that, when a car was sold to a foreigner, if the latter continued to reside in the country which had issued the fiscal permit, the permit would still be valid. If he crossed the frontier and took up his residence in another country, the authorities of the latter country would issue a new fiscal permit.

In reply to a question by M. Crispiels (Belgium), the CHAIRMAN explained that the issue of a new fiscal permit would entail the privilege of a further ninety days' exemption for the car.

M. DE RUELLE (Belgium) pointed out that in certain circumstances it would be most difficult to ascertain the identity of the car and its exact nationality. A car which had been sold by a Belgian to a foreigner after the expiration of the ninety days' time-limit and resold by the second owner to a Belgian would benefit by a further ninety days' exemption. This showed that exemption should be granted in respect of the owner and not of the car. The essential thing for M. de Ruelle was that it should be clearly specified that the Governments incurred no liability from this fact.

The CHAIRMAN replied that, in the circumstances described, the car would probably have to pay Customs duties twice over. It would be impracticable to oblige the authorities of each country to keep an exact account of the number of days' exemption which a car might still enjoy when it passed the frontier for registration in their country.

In reply to a question by Mr. Fitzmaurice (Great Britain), the CHAIRMAN explained that States would be committing themselves only in regard to cars registered in their territory and remaining there. There would be no need for them to concern themselves with what happened abroad.

In order to obviate any doubt, he would ask the Committee to give an opinion on the principle that the registration of a foreign car in a new country entitled it to a new fiscal permit, even if one had already been issued in consequence of its registration in another country.

No objection was raised to this opinion, *which was approved by the Committee.*

M. HÄUSERMANN (Switzerland) pointed out that this case might occur without there having been a sale, since a motorist was perfectly entitled to register his car in two adjacent countries. If he did so, he would have two fiscal permits for the same car.

The CHAIRMAN replied that a motorist in these circumstances would be entitled to two fiscal permits and therefore to two periods of exemption of ninety days, since he would have paid the motor-car tax twice over.

ARTICLE 5.

The CHAIRMAN opened the discussion on the Hungarian amendment, reading:

"The High Contracting Parties shall do their utmost to ensure that the exemption provided for in Article 1 is extended to tolls or other similar charges if these are collected for the account of a public body."

M. GÉBER (Hungary), while recognising that tolls could not be abolished without compensation to the parties concerned, considered that an effort should be made to remove these hindrances to traffic. If an express clause could not be included in the Convention, the latter might at least contain a recommendation on the subject.

M. WAHL (Germany) remarked that the article as drafted raised again the principle of reciprocity on which the Convention was founded. All countries would have to undertake to abolish tolls, as had been done in Germany, since otherwise there would be no equality. The recommendation contained in the Hungarian amendment would be an encouragement to countries to take action on these lines.

M. WALCKENAER (France) held that the form of taxation to which tolls belonged could not be covered in the present Convention. Certain tolls were collected for the account of local authorities and had nothing in common with State taxation. Besides, equality of treatment must be maintained as far as possible between foreigners and nationals. There was therefore no objection to foreigners paying tolls to which nationals were subject. The amounts in question were moreover quite insignificant. The abolition of tolls would deprive certain localities of revenues earmarked for the repayment of the costs of building roads or bridges where there was a toll.

Mr. TOLERTON (Great Britain) said that his Government were doing everything in their power to abolish tolls, which were never collected for the Government account. The purchase-price of tolls was often extremely heavy. Great Britain could not grant foreigners better treatment than that granted to nationals in this respect.

M. SINNINGHE DAMSTÉ (Fiscal Committee) pointed out that the toll rates were insignificant and were therefore not a very heavy burden to motorists, especially as they were paid without any formality. He agreed that no discrimination could be made between foreign and national motorists.

The Hungarian amendment was lost by 11 votes to 3.

Article 5, in the wording in the original draft, was adopted.

NEW ARTICLE 5a.

The CHAIRMAN opened the discussion on the proposal for a new Article 5a, suggested by the Yugoslav delegation and seconded by the Spanish delegation (Annex 8, page 155).

The SECRETARY-GENERAL OF THE CONFERENCE observed that this new article, which had been taken from the Conventions drawn up under the auspices of the Transit Organisation, was, in those Conventions, intended to ensure equality of treatment between all the contracting parties.

Mr. FITZMAURICE (Great Britain) understood that there was nothing to prevent countries from concluding bilateral conventions with the object of granting one another benefits in excess of those laid down in the Convention. It must be quite clear, however, that the advantages granted to another State under such agreements need not necessarily be extended to the other contracting parties.

M. SOUBBOTITCH (Yugoslavia) was in agreement with the British delegate. The sole object of the Yugoslav amendment was to make two statements. First, that greater facilities granted by a State at the time of the entry into force of the Convention were not thereby abolished. Secondly, that States were not prevented from granting, even after the entry into force of the Convention, facilities in excess of those provided for in the Convention, either through national legislation or by means of bilateral agreements. The Yugoslav delegation did not intend to state in the amendment that the supplementary facilities granted to one State should necessarily be extended to the other States.

M. René MAYER (France) and M. DE RUELLE (Belgium) pointed out that States were always entitled to grant facilities in excess of those specified in the Convention, and that the new article proposed was consequently superfluous.

M. SOUBBOTITCH (Yugoslavia) stated that he would not press his amendment, and that he was prepared to withdraw it if the Committee shared the opinion expressed by M. Mayer and M. de Ruelle, provided that it was clearly understood that the silence of the Convention on this point could not be interpreted in the sense of a most-favoured-nation clause. In the light of this explanation he withdrew the Yugoslav amendment.

M. CRISPIELS (Belgium) hoped that it would be clearly specified that the Convention did not affect existing rights with regard to motor traffic as embodied in previous bilateral conventions. The agreements between Belgium and the Netherlands would, for instance, hold good.

V. Draft Optional Protocol.

ARTICLE I.

The CHAIRMAN opened the discussion on Article I of the draft Optional Protocol (original draft). The Spanish delegation had submitted an amendment proposing that the period of exemption might be extended over a number of years under certain conditions.

M. SINNINGHE DAMSTÉ (Fiscal Committee) considered that this article was superfluous, as countries were entirely free to extend the period of exemption to one year at their own discretion. The Fiscal Committee, however, had thought that it would be desirable to mention the complete exemption allowed in certain countries such as the Netherlands, Belgium and Luxemburg, because the liberal system in force there might be a good example to other countries.

Article I in the Additional Protocol was deleted.

VI. Draft International Convention on the Taxation of Foreign Motor Vehicles (continued).

ARTICLE I (continued), PARAGRAPH I.

The CHAIRMAN reminded the Committee that Article I, paragraph I, in the draft had been held over.

Mr. FRANKLIN (Great Britain) observed that the Joint Committee and the Committee on Road Traffic had agreed that the taxes mentioned in Article I would not include taxes on fuel and tyres. He was anxious for this point to be made quite clear.

The CHAIRMAN noted that the Committee unanimously agreed that taxes on fuel and tyres would not be included.

QUESTION WHETHER THE TAXATION OF FOREIGN MOTOR VEHICLES SHOULD BE DEALT WITH BY PLURILATERAL OR BILATERAL CONVENTIONS.

M. WAHL (Germany) pointed out that the German delegation had made certain comments on the draft Convention (see Annex I, page 152). It had stated that in its opinion "exemption from taxation in international motor-traffic—at any rate in the present state of affairs—should not be regulated by a collective agreement but by separate inter-State treaties".

The LEGAL ADVISER OF THE CONFERENCE said that, according to the practice followed in regard to conventions concluded under the auspices of the League, there was no reason to change the wording of Article I in the draft Convention. The Convention was intended to be plurilateral, not bilateral. The question raised by the German delegation had therefore very little bearing on Article I.

M. WAHL (Germany) said that he was not proposing an amendment to Article I. The German delegation merely wished to know the opinion of the other delegations on the point it had raised.

M. WALCKENAER (France) observed that the question of motor-car taxation was extremely complicated, with the result that different solutions had been adopted in the various countries. It followed that adherence to a plurilateral convention did not seem to ensure reciprocity as completely as a bilateral convention. Bilateral conventions had the further advantage that they were more elastic, could be more easily denounced in case of necessity, and could accordingly be more easily adapted to the development of motor-car taxation which was now being reconsidered in certain countries, particularly in France.

Although M. Walckenaer hoped that things would tend towards the conclusion of a plurilateral convention, he thought that at the present moment bilateral conventions offered the best solution for certain States.

M. DE RUELLE (Belgium) thought it highly desirable that the effort made by the various countries represented at the Conference to reach a compromise should lead to a plurilateral convention embodying the very small measure of liberalism that could be expected in an international regulation on motor traffic.

M. HÄUSERMANN (Switzerland) agreed. His delegation attached very great importance to the conclusion of a plurilateral convention, because an agreement of that kind would in the end become a rule with which even countries that did not sign the Convention would be obliged to fall into line.

M. MARCHWINSKI (Poland) agreed on the urgent need for settling the question of foreign motor-traffic in a plurilateral convention. He recognised, however, that bilateral conventions were more suitable for dealing with points of detail.

M. TAKKEN (Netherlands) agreed with M. de Ruelle.

Mr. FITZMAURICE (Great Britain) expressed the same opinion.

Article I, paragraph 1, in the wording of the original draft was adopted.

The CHAIRMAN noted that the Committee had complied with its terms of reference and had reached agreement on Articles 1-5. The report to the plenary Conference would be submitted to the Committee at the next meeting.

VII. Appointment of the Drafting Committee.

The Committee decided to refer the final drafting of the articles in the draft Convention to the members of the Committee who had been appointed to the Drafting Committee of the Conference.

FIFTH MEETING

Held on March 23rd, 1931, at 10 a.m.

Chairman : M. BORDUGE (Chairman of the Fiscal Committee).

VIII. Draft International Convention on the Taxation of Foreign Motor Vehicles (continued) : Text proposed by the Drafting Committee.¹

The CHAIRMAN read the draft Convention as amended by the Drafting Committee in accordance with the decisions of the Committee, article by article. He drew attention to the amendments to the text of the original draft and the reasons for making them.

¹ See Annex 9, page 155.

ARTICLE I.

M. ZAPPALA (Italy) emphasised the fact that the draft Convention applied to taxes or charges levied on the possession or circulation of motor vehicles, and consequently could not be extended to countries in which taxes or charges were imposed on consumption. His observation was founded on the principle of reciprocity, which was the basis of the Convention. The countries which imposed a tax on consumption only would benefit from the Convention in the countries which imposed taxes on circulation without according reciprocity, since they would not exempt foreigners from their tax on motor vehicles. The Italian delegation therefore proposed the addition of the following sentence to the first paragraph of Article 1 :

“ This Convention does not apply to motor vehicles registered in a country which levies taxes or charges on the consumption of petrol.”

In connection with the second paragraph of Article 1, M. Zappala pointed out that the Italian delegation had proposed the deletion of the following words from the text in the original draft :

“ The present Convention shall not, however, apply to vehicles used for the public conveyance of passengers for payment.”

They considered that all passenger transport services for payment should be considered as public transport services. Exemption should consequently be extended to those services, subject to the special provisions in regard to application of the conditions of concession to public services. The Committee on Commercial Motor Transport had not yet decided whether taxis and vehicles for hire should be placed in the category of private motor vehicles or vehicles for public transport, and M. Zappala therefore thought it necessary to reserve paragraph 2 of Article 1 until its decision was known.

M. BAGGE (Sweden) said he had been requested by his Government to emphasise that Sweden might find it difficult to accept the text of Article 1. The legislation in force in Sweden did not permit of the granting of exemption to Swedish nationals spending a short time in the country, as it was feared they might keep their vehicles there, thus escaping the payment of taxes.

The CHAIRMAN pointed out that the exemption in question was purely temporary for a period of ninety days, and that it could only be granted in the case of a vehicle registered abroad. After ninety days, the Swedish Government would regain its freedom in respect of the vehicle in question.

M. RESINES (Spain) said that he had already put to the Committee a question similar to that raised by the Italian amendment. He therefore supported that amendment.

M. SINNINGHE DAMSTÉ (Fiscal Committee) pointed out that, if the Italian amendment related to all the countries which levied a tax on petrol, it would prevent a large number of countries from adhering to the Convention, because there were very few countries which did not impose taxes and charges on petrol, oil and tyres.

The CHAIRMAN added that the Committee could not hope for perfect reciprocity of treatment between States in this matter. Traffic charges were very unequal from country to country. In some the tax on consumption was high and that on circulation low, and *vice versa*. Since the problem of the taxation of vehicles was very complex, the present conditions were not immutable, and the situation of countries in relation to one another might be greatly altered. Consequently, absolute equilibrium in the conditions of exchange could not be expected.

M. FERRAZ D'ANDRADE (Portugal) pointed out that Portugal levied no tax on circulation and confined itself to taxing consumption. Petrol, moreover, did not cost much more in Portugal than in other countries. The result of the Italian amendment would be that Portugal would be obliged to modify its legislation considerably—a step which his Government might not be prepared to take.

Mr. FITZMAURICE (Great Britain) said that the Italian amendment would amount to penalising the liberal countries which levied no traffic charges on motor vehicles. The somewhat illogical result would be that only these States which up to the present had levied traffic charges—sometimes very high—on motor vehicles would profit from the Convention. In his view, what was essential, was not reciprocity in the conditions existing before the Convention came into force, but reciprocity in the conditions afterwards. Under the Convention there should be absolute equality between States, since in all countries foreign motor vehicles would be exempt from traffic charges for ninety days.

M. WAHL (Germany) pointed out that the German Government shared the view of the Italian delegation in principle, but was aware that it was impossible to put it into practice. Hence the German delegation would abstain from voting.

Mr. LESTER (Irish Free State) said that the Irish Government was of opinion that the Convention should not in any way affect Customs duties, which would be the result of accepting the Italian amendment.

The Italian amendment was rejected by 13 votes to 1.

Article 1, paragraph 1, was adopted.

M. BLANC (France) drew attention to a contradiction between the Convention on International Commercial Motor Transport and the Convention on Taxation. Article 1 of the first Convention, which was still in course of preparation, had been adopted by the Committee for the study of that Convention. Under that Convention, vehicles used for passenger transport services for payment were considered as commercial vehicles. It followed that any individual operating a passenger transport service for payment would be considered as a trader, and his vehicles would be considered as commercial vehicles. Under paragraph 2 of Article 1 the only vehicles excluded from that Convention were those used for the public conveyance of passengers. Logically, however, it would seem that all commercial vehicles should be excluded from the Convention on Taxation. If the proposed text were adopted, the French Government would be entitled, in virtue of its internal legislation, to withhold the benefits of the Convention on Taxation from all commercial vehicles, including taxis and vehicles for hire.

M. DE RUELLE (Belgium) admitted the correctness of M. Blanc's arguments, but thought that there would be no objection to some overlapping of the two Conventions. The benefits of the Convention on Taxation in regard to private vehicles were extended to commercial vehicles used for passenger transport, with the exception of vehicles used for the public conveyance of passengers.

The CHAIRMAN reminded the Committee of the decision taken at the first reading during the discussion of Article 1. The Committee then decided to exclude from the benefits of the Convention on Taxation vehicles used for the transport of goods, and vehicles used for the public conveyance of passengers. With regard to vehicles transporting passengers individually even for payment, particularly taxis and vehicles for hire, it had been decided that they should benefit from the Convention owing to the difficulties which would arise in determining with certainty whether the transport of passengers in a motor vehicle not provided with a taximeter or some other similar apparatus had or had not been remunerated. He saw no difficulty in taking a decision which the Committee would have to take into account in order to prevent certain vehicles—in particular, taxis—from accumulating the advantages reserved on the one hand for commercial vehicles and on the other for private vehicles.

M. RESINES (Spain) pointed out that it would be dangerous to connect the two Conventions too closely: if, later on, it were desired to amend one, it would be necessary also to amend the other. Moreover, there might be two texts which were not signed by the same persons.

The Italian proposal to reserve the decision on this paragraph was approved by 7 votes to 4.

ARTICLE 2.

The CHAIRMAN said that the system for computing taxation referred to in paragraph 2 had been adopted in order to facilitate so far as possible the work of the Customs officials.

M. BLANC (France) pointed out that the Drafting Committee appointed to adjust Article 7 of the Convention on Commercial Motor Transport had established a system of daily taxation applicable to a stay of one day only with no exemptions. In the case of the Convention on Taxation the period of exemption was ninety days. Consequently, he considered that the taxation imposed for the period in excess of ninety days should be in conformity with the tax laws of the country concerned.

M. DE RUELLE (Belgium) was anxious to avoid any ambiguity. There were certain countries which levied an annual tax. He wished to know whether the State could levy the annual tax for a stay in excess of ninety days or should it levy a tax for three quarters only.

M. SOUBBOTITCH (Yugoslavia) observed that the question had been settled at an earlier meeting, when it had been agreed that for a period in excess of ninety days a country would be free to treat a foreign motorist in accordance with the internal legislation, subject to the reservation that it could not levy a tax heavier than that which would be levied on a national in the same position.

M. WALCKENAER (France) proposed the following addition:

“on the understanding that the taxes and charges do not relate to the period of exemption”.

The CHAIRMAN thought that in any case a foreigner who remained more than ninety days in a country should be in the same position as a national of that country. If the tax was an annual tax, the State was entitled to demand a year's taxation from a foreigner, as it would do in the case of a national who used his vehicle for three months only. If the tax were levied quarterly, the period of exemption of ninety days might coincide with one quarter, and in that case it would not count. The stay of ninety days might, however, fall within two quarters, and it was understood that a foreigner would be taxed in the same way as a national who purchased a vehicle at the end of a quarter. It would be difficult in this case for the State to deduct the ninety days' exemption from the tax due from the foreigner, for that would place him in a more favourable position than that of a national.

Mr. FRANKLIN (Great Britain) pointed out that under the existing British system foreign visitors were allowed a period of exemption of four months. If the stay was prolonged beyond that time, taxation was imposed from the day of arrival. The British Government was prepared

to accept a convention which waived this retrospective taxation and accorded to foreign visitors the same treatment as would be accorded to a national who used his vehicle from the day on which the period of exemption of ninety days expired.

Mr. Franklin gave as an example the case of a foreign visitor to Great Britain whose exemption expired on October 14th and who desired to stay in Great Britain until October 31st. A British subject who desired to use a car from October 15th to 31st would have to pay taxation for a whole month and under the proposed convention the foreign visitor would have to pay the same.

M. SOUBBOTITCH (Yugoslavia) observed that two systems could be considered; either a State would be free at the end of the period of exemption of ninety days to treat a foreigner in any way it desired, except that it could not treat him less favourably than a national in the same position, or the text of the Convention should determine what attitude States should adopt. If the second system were adopted, it was essential to know whether a State was or was not entitled to levy taxation on a foreigner retroactively for the period of exemption of ninety days, that was to say, whether a foreigner would or would not benefit in any way from exemption for that period.

M. René MAYER (France) considered that there was only one system which was consistent with the text of Article 2: to place a foreigner in exactly the same position as a national who used his vehicle on the ninety-first day.

Mr. FRANKLIN (Great Britain) supported this point of view and expressed the opinion that, where only an annual tax was levied, the foreign visitor overstaying his period of exemption would have to pay the annual tax. By way of example he cited the case of invalid carriages which were taxed in Great Britain at 5/- per annum, which could not be divided.

M. FELDMANS (Latvia) thought it would be preferable, if possible, not to leave countries any latitude in applying their internal legislation in such cases. In Latvia, for example, the tax was annual and it was payable on January 1st for the whole year. No Latvian national would dream of buying a vehicle on October 1st and paying the charges for the whole year. A foreigner would be in the same position. He considered that countries should be encouraged, so far as possible, to adopt somewhat less rigid laws and to allow the taxes to be divided.

The CHAIRMAN observed that the Italian delegation had submitted an amendment in this connection which had been rejected.

M. HÄUSERMANN (Switzerland) pointed out that in Switzerland foreigners were entitled to exemption, which was renewable, for ninety consecutive days. If a vehicle returned to the country after leaving it for a few hours only, a new period of exemption for ninety days started. If a motorist exceeded the period of ninety days, he had to pay the tax for his whole stay from the day of his arrival. The Swiss system was therefore very liberal, and if a text under which Switzerland was obliged to modify its legislation were accepted, the Swiss delegation would be obliged to make a reservation. He added that the taxes on motor vehicles were levied by the cantons and each canton imposed a different tax, but that all were in agreement in regard to the principle of renewable exemption for ninety days.

M. DE RUELLE (Belgium) stated that the Belgian delegation would not object to the adoption of a reservation by the Swiss delegation, seeing that the Swiss system was more liberal than that of the Convention.

The CHAIRMAN asked the Swiss delegate to draw up his reservation and to submit his text to the various delegations in order to ascertain what would be their attitude at the time of signature.

M. SOUBBOTITCH (Yugoslavia) said he had understood there would be no reservations to the Convention. The Swiss system was almost as liberal as the Yugoslav system, under which foreign motor vehicles were totally exempt. Nevertheless, the retroactivity of taxation was based on a principle which was open to criticism, and it was contrary to the solution adopted as the result of a vote.

M. René MAYER (France) stated that the Swiss system was better than the system laid down in the Convention, but was based on a different conception as to the application of penalties when the stay exceeded ninety days.

Like M. Soubbotitch, he had understood that in any case the period of exemption for ninety days would apply to foreigners.

M. MARCHWINSKI (Poland) thought that the adoption of a Swiss reservation would alter the legal position considerably. The present system applicable in Switzerland to foreign motor vehicles was more liberal than the system laid down in the Convention, but the object of the Convention was to introduce a uniform system throughout Europe.

Mr. LESTER (Irish Free State) thought the Swiss and British laws on this point were very similar. The British legislation taxed the foreigner retroactively from the first of the month, even if his period of ninety days ended on the 15th, and in the same way the Swiss legislation required the payment of the tax from the day of arrival if the traveller exceeded the period of ninety days. He saw no object in making a reservation.

Article 2 was adopted.

Adopted.

ARTICLE 3.

Adopted.

ARTICLE 4.

Adopted with a drafting amendment.

ARTICLE 5.

Adopted.

ARTICLE 6.

PROTOCOL *ad* ARTICLE 3.

The CHAIRMAN pointed out that the Protocol had been inserted at the request of the British delegation in order to allow for the special organisation in the British ports where the documents of foreign motorists were endorsed at an office other than the Customs office, but situated at the port. Those offices had been organised by the automobile clubs in order to avoid the formalities to which foreign motorists were subject on landing.

M. MARCHWINSKI (Poland) feared that it could not be concluded from this Protocol Annex by an argument *a contrario* that other States were obliged to have the documents of entry of foreign motorists endorsed by the Customs authorities. At the present time, Poland had not yet decided whether they should be endorsed by the police or the Customs authorities, and M. Marchwinski would be obliged to ask that the provisions of the Protocol relating to Great Britain and Ireland should also apply to Poland.

M. CRISPIELS (Belgium) pointed out that the Belgian ports had an organisation which was somewhat similar to that of Great Britain. The offices, which gave endorsements, however, were not open day and night, and it was probable that in many cases proof of the date of departure would have to be established by means of the stamp placed on the documents on arrival in the neighbouring country. Moreover, the text of Article 4 seemed to leave countries free in this connection.

MR. FRANKLIN (Great Britain), in reply to a question by the Chairman, stated that he would prefer the provision, for which he had asked, to be placed either in the Protocol or in the Convention itself, and not simply in the report and the Minutes. He explained that the object of the framers of the Convention was that the endorsement should be given at the frontier.

The deletion of the words "Customs offices" in Article 3 would give him satisfaction.

M. René MAYER (France) insisted that Article 3, which ensured the giving of the endorsement at the frontier, should be maintained as it stood.

After a discussion, the Committee decided to extend the Protocol *ad* Article 3 to include all the contracting States, and to specify that the endorsement should be given at the frontier itself, but that it might be given by an authority other than the Customs authority.

The Protocol *ad* Article 3 was adopted unanimously as follows :

"The High Contracting Parties reserve the right to prescribe that the formalities laid down in Article 3 shall be carried out at a frontier office other than the Customs Offices."

SIXTH MEETING

Held on March 23rd, 1931, at 4.45 p.m.

Chairman : M. BORDUGE (Chairman of the Fiscal Committee).

IX Draft International Convention on the Taxation of Foreign Motor Vehicles
(continued) Text proposed by the Drafting Committee (continued).

ARTICLE 2 (*continued*).

The CHAIRMAN summed up the debate which had taken place in the Committee on Commercial Motor Transport and put to the vote the proposal that taxis should be excluded from the exemption for periods totalling ninety days, specified in Article 1.

Eleven delegations voted *in favour of*, and eleven delegations *against*, this proposal. Under the Rules of Procedure, the proposal was defeated. Taxis therefore would continue to have the benefit of exemption.

The CHAIRMAN put to the vote the proposal that the same exemption should be granted to hired cars.

In reply to M. SOUBBOTITCH (Yugoslavia), the CHAIRMAN gave the following definition of a taxi :

“ A taxi is a carriage at the disposal of the public which is entitled to use it against payment of a fare prescribed in a tariff approved by the public authority.”

He defined a hired car as follows :

“ A hired car is a carriage which the public may hire in accordance with the conditions laid down in a private contract.”

The foregoing definitions were approved subject to revision of the wording.

The Committee agreed by 12 votes to 10 that exemption should be extended to hired cars.

The CHAIRMAN pointed out that the two votes which had been taken had been passed by very small majorities. In regard to taxis in particular, it was solely because of the Rules of Procedure that they had not been excluded from the benefits of exemption. As, however, it was desirable that the Convention should be acceptable to the largest possible number of States, would it not be possible to find common ground on the following basis : taxis would be excluded from, and hired cars would be admitted to, the benefits of exemption ? In this way there would be a concession on both sides.

The Chairman's proposal that exemption should be refused to taxis and granted to hired cars was adopted by 18 votes to 4.

The CHAIRMAN declared that the decisions that had just been taken caused no difficulty in regard to taxis. This, however, was not so in the case of hired cars; these were commercial vehicles and, in the absence of special provisions to the contrary, they would both enjoy the exemption laid down in Article 2 of the Convention on Taxation and, after the expiration of the ninety days, would benefit from the application of the day-to-day tariff in Article 7 of the Convention on Commercial Motor Transport. In order to obviate this accumulation of benefits the Committee on Commercial Motor Transport might stipulate that hired cars in respect of which a fiscal permit was issued would not have the advantages of the day-to-day tariff.

M. ZAPPALA (Italy) asked how it could be ascertained that a car was not covered by a fiscal permit.

The CHAIRMAN thought that the fiscal permit carried with it so many advantages that the holder would not hesitate to produce it to the Customs.

M. ZAPPALA (Italy) reminded the Committee that his delegation had been against extending the exemption to hired cars. It would be unwise to allow the drivers of hired cars the choice between the systems laid down in Article 7 of the Convention on Commercial Motor Transport and Article 2 of the Convention on Taxation.

M. SCHÖNFELD (Netherlands) did not consider that the accumulation of advantages offered by the two Conventions was inadmissible.

M. DE RUELLE (Belgium) pointed out that the taxes payable under Article 7 of the Convention on Commercial Motor Transport were equivalent to those levied on national vehicles, but were computed by indivisible periods of one day instead of quarterly, half-yearly, etc.

The CHAIRMAN proposed to take a vote on the right to accumulate in respect of hired cars the advantages laid down in the two Conventions. If the Committee decided in favour of such right, hired cars would be able, after benefiting from the ninety days' exemption, to claim the application of the day-to-day tariff.

M. MARCHWINSKI (Poland) observed that in that case it would be to the advantage of the owners of private motor-cars to declare their cars as hired cars.

The CHAIRMAN replied that this was by no means certain, because, if they did so, they would be liable for the payment of taxes on commercial concerns.

M. CONTOUMAS (Greece) considered that, nevertheless, hired cars would receive greater benefits than private cars.

The Committee decided by 13 votes to 5 against the right to accumulate the advantages granted by the two Conventions.

The CHAIRMAN observed that in consequence of the decisions taken at the present meeting :

- (a) Taxis would not enjoy the ninety days' exemption from taxation or road charges specified in Article 2 of the Convention on Taxation;
- (b) Hired cars would enjoy such exemption;
- (c) But would not enjoy the benefits of the day-to-day tariff specified in Article 7 of the Convention on Commercial Motor Transport.

He reminded members that under an earlier vote by the Committee vehicles for the conveyance of passengers in large numbers had been ruled out from the purview of the Committee on Taxation.

SEVENTH MEETING

Held on March 24th, 1931, at 10.30 a.m.

Chairman : M. BORDUGE (Chairman of the Fiscal Committee).

X. Draft International Convention on the Taxation of Foreign Motor Vehicles (continued) : Text proposed by the Drafting Committee (continued).

MODEL FISCAL PERMIT.¹

The CHAIRMAN read the text of the fiscal permit. He drew attention to the amendments made by the Drafting Committee as a result of the Committee's decisions.

At the request of the Belgian delegation, the table for entrance and exit visas had been drawn up as follows :

| Entrance or Exit | Date | Total number of days to be reckoned | Total number of days to be reckoned since the first entrance | Signature of competent official or stamp of office |
|------------------|------|-------------------------------------|--|--|
|------------------|------|-------------------------------------|--|--|

At the request of the Yugoslav delegation supported by the Belgian, French and Swiss delegations, the necessary particulars as to the method of calculating the length of the stay would be given in a note at the bottom of the first page for entrance and exit visas. That note, which would be drawn up in the language of the country of issue, would enable travellers to check the number of days reckoned by the Customs agent.

The CHAIRMAN asked the Committee to take a decision in regard to the language in which the permit should be drawn up. It had to consider three methods of drawing it up : (1) in all the European languages; (2) in the language of the country of issue only; (3) in all the languages for which the owner of the permit asked at the time of issue.

M. BLANC (France) observed that a model fiscal permit would be kept in all Customs offices, and it would be easy for the agent to compare a permit drawn up in a foreign language with his model.

Mr. FRANKLIN (Great Britain) thought that each country of issue should hand the traveller a copy of the first page of the fiscal permit drawn up in the language of the country which he intended to visit. That provision was only of importance to the Administration of the country, and need not be referred to in the Convention.

The Committee unanimously adopted the Franco-Belgian proposal that the permit should be drawn up in the language or languages of the country of issue, and that the cover should bear the words "Fiscal Permit", translated into all the languages of the contracting parties.

It adopted the German proposal that, as was laid down in previous Conventions, the particulars should be written either in Latin characters or in cursive English.

The Committee decided that the place in which the name of the country would appear on the pages reserved for the entrance and exit visas of countries visited should remain blank, in order to allow several pages for a country which was visited frequently.

The Committee decided that the shape of the fiscal permit should be the same in all countries, that it should be about 13×20 cm. and that the colour should be the same in all countries, light blue, in principle. The number of pages was fixed at 48. Those pages would be numbered. The pages reserved for entrance and exit visas should be sufficient for six entrances and exits.

The Committee decided to place paragraph 2 of Article 2, drawn up in the language of the country of issue, at the bottom of the first page reserved for entrance and exit visas, to indicate the method of calculating the number of days spent in the country.

It also agreed that States should be free to reproduce the text of the Convention inside the cover of the permit.

M. WAHL (Germany) pointed out that the German delegation intended to suggest at a plenary meeting that the time-limit for the denunciation of the Convention should be reduced from five to two years.

¹ See document C.232.M.100.1931.VIII.

XI. Reservation by the Swiss Delegation to be embodied in the Protocol annexed to the Convention.

M. ROTEMUND (Switzerland) read the Swiss reservation *ad* Article 2 :

“ It is understood that Switzerland may continue to apply the system of ninety consecutive days renewable at each entrance, and, should this period be exceeded, to collect the tax in accordance with her laws.”

He pointed out that the Swiss system in respect of foreign motor vehicles was more liberal than that laid down in the Convention. He had no doubt that, in the near future, foreign touring vehicles would be exempt from taxation in all countries. The Convention represented a step forward in this direction. The Swiss system marked even greater progress, and Switzerland did not wish to give it up. If the Conference was unable to accept the Swiss reservation, the Swiss delegation would ask for a general reservation recognising that renewable exemption for ninety consecutive days was a more liberal system than the system embodied in the Convention, and at the same time recognising the system of retroactive taxation in the event of the extension of the system adopted by the Swiss cantons.

M. MARCHWINSKI (Poland) had no objection to the Swiss reservation. He pointed out, however, that the liberal Swiss system involved as a counterpart the retroactive taxation of a motorist who had extended his stay in the country beyond ninety days. If the Swiss reservation were allowed, he hoped it would be stated clearly that, if Switzerland modified the system and introduced the system laid down in the Convention, retroactive taxation for the period of exemption would no longer be allowed.

He also pointed out that it had been understood that the Convention should not prevent countries from concluding bilateral agreements more liberal than the Convention itself, or less liberal agreements, with non-contracting parties.

M. WALCKENAER (France) asked that it should be stated that the Swiss system did not prejudice reciprocity on the part of neighbouring countries.

M. RATSENBERGER (Switzerland) replied that the Swiss delegation accepted the explanations given by the Polish and French delegations.

The CHAIRMAN asked the delegations concerned to discuss the drafting of the Swiss reservation with the Swiss delegation before it was submitted at a plenary meeting of the Conference.

XII. Report by the Committee.¹

The CHAIRMAN read the draft report, paragraph by paragraph, and drew attention to the formal amendments made by the Drafting Committee.

M. SOUBBOTITCH (Yugoslavia) asked, in connection with the passage relating to paragraph 2 of Article 1 which excluded certain categories of vehicles from the benefit of exemption, that the vehicles intended for public transport to which reference was made should be clearly defined. He thought that all vehicles for the public conveyance of passengers should be excluded from the benefit of the Convention, whether the transport was or was not for payment.

The CHAIRMAN explained how difficult it was to differentiate clearly between vehicles intended for public conveyance and others, except on the basis that public transport was for payment. The advantage of this system was that it avoided the necessity for specifying the number of places in a vehicle which should make it a vehicle for public conveyance. He pointed out that the text provided for the exclusion from the benefit of the Convention of vehicles for the public conveyance of passengers for payment had been adopted at the first and second reading. Did the Committee wish to reconsider that vote?

M. GÉBER (Hungary) thought that the distinctive feature of a vehicle intended for public conveyance was the fact that the places were hired one by one. In his view a motor-coach for which the places were hired *en bloc* was not a vehicle for public conveyance.

M. WALCKENAER (France) considered that the essential characteristic of public transport was that the passengers occupying the seats of a vehicle paid their fares individually.

The CHAIRMAN, in reply to an observation by M. Hajek (Czechoslovakia) and M. Géber (Hungary), stated that in his view a society which placed an autocar at the disposal of its members free of charge was not operating a public conveyance service.

The text relating to paragraph 2 of Article 1 was maintained by 8 votes to 6.

M. MARCHWINSKI (Poland) asked that it should be explained clearly—preferably in a protocol annexed to the Convention—that Article 2, paragraph 3, was unchanged and that, from the ninety-first day, a foreign vehicle would be treated as a motor vehicle registered in the country, and put into circulation on the ninety-first day. He thought it essential to mention this interpretation specifically.

¹ See Annex 10, page 156.

The CHAIRMAN pointed out that the adoption of the Swiss reservation might necessitate an amendment to this part of the Convention, and in particular to Article 2, paragraph 3. He added that the draft report was an internal document of the Conference and was not final, as the Conference had not yet discussed the text of the Convention. It was not yet known whether the Conference would decide to issue a general report on its work.

In reply to M. Marchwinski (Poland), who asked that the passage in the commentary in regard to the stamping of the applicant's national registration certificate at the time of the issue of the fiscal permit (page 9 of the original draft) should be reproduced, the CHAIRMAN pointed out that the draft report only referred to the articles discussed in the Committee. The provisions adopted implicitly or without discussion had been excluded, in order to avoid overloading the document. He agreed that it would be desirable for the Convention to be accompanied by an explanatory document with legal effect. It would be for the plenary Conference to take a decision in that connection. The Committee had not, however, been requested to draw up a general and final report on a convention which was not yet established, since it had not been discussed by the plenary Conference. The Drafting Committee had therefore simply submitted a summary of the Minutes, leaving aside everything that had not been discussed by the Committee. When Article 2, paragraph 3, was discussed in the plenary Committee, the Polish delegation could draw attention to the interpretation given in the original draft if it wished.

XIII. Addendum to the Report of the Committee.

The addendum to the report on the draft protocol annexed to the Convention, which had been drawn up at the request of the British and Irish delegations, was approved.

XIV. Close of the Session.

The CHAIRMAN declared the session closed.

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ANNEX 1.

[Translation.]

[Conf. C.R./R.F./I.]

OBSERVATIONS BY THE GERMAN GOVERNMENT CONCERNING THE DRAFT INTERNATIONAL CONVENTION.

I.

Germany entirely approves the fundamental idea of the draft, which aims at promoting international motor traffic by facilities in the matter of taxation. It is, however, for the following reasons questionable whether a collective agreement can suitably be concluded on this subject. Exemption from taxation must be based on reciprocity. Whether this reciprocity is real or only formal can only be ascertained by comparing conditions in the various countries. For instance, motor traffic from State A to State B may be very intense, but not from B to A; in this case the tax exemption would be principally to the advantage of State A. Or State A may levy a high vehicle tax and no tax or only a small tax on petrol, whereas the opposite may be the case in State B; the exemption, which can naturally only refer to the vehicle tax, would be principally to the advantage of one State, in this case State B. The same considerations apply to road and bridge tolls (see Article 5 of the draft) payable in one country and not in the other (these charges are not payable, for instance, in Germany). Such considerations are specially important for Germany in view of her central position in Europe.

Germany is therefore of opinion *that exemption from taxation in international motor traffic—at any rate in the present state of affairs—should not be regulated by a collective agreement but by separate interstate treaties.*

II.

Germany is, nevertheless, prepared to take part in the discussion of the draft, while reserving her final attitude.

Germany considers that a modification of the draft should be considered in respect of the following points :

A. In accordance with the draft, the exemption from taxation is granted for a period totalling ninety days within one year from the date of issue of the fiscal permit. This system favours vehicles making a comparatively long stay at one time in a foreign country and is to the disadvantage of vehicles going abroad frequently but for short periods. In the agreements concluded by Germany with various countries a different system is followed : *the period taken as a basis is not the total duration of the stay within one year, but the duration of each individual stay in a foreign country.* These agreements provide for exemption from taxation for a stay not exceeding fourteen days, which can, however, be repeated as frequently as may be desired, and may therefore amount to far more than ninety days in one year.

This system is based on the idea that motor traffic should be encouraged particularly in frontier districts. Most of the foreign motor-cars coming to Germany and the German motor-cars going abroad have their home garage near the frontier; these motor-cars frequently cross the frontier, generally for commercial reasons, but do not remain for a long time outside their own country. This is not the so-called "small frontier traffic", but it is nevertheless a traffic which does not extend far into the neighbouring countries. This traffic is generally of greater economic importance than passenger traffic over long distances. If the frontier is frequently crossed, the obligation to pay taxes is felt to be a special hardship; moreover the persons engaging in this frontier traffic are less able to pay the tax. On the other hand, for persons who are so wealthy that they can spend several months travelling abroad the obligation to pay motor-car taxes in foreign countries is no hardship.

If the exemption from taxation is restricted to ninety days within one year from the date of issue of the fiscal permit, this involves great *administrative complications*. While it is easy to ascertain from Customs papers or the like how long a motor vehicle has remained in a country on one visit, special administrative measures are required in order to ascertain how many days a vehicle making several stays has spent *altogether within a certain period in the foreign country*. The draft therefore provides for the introduction of a new international certificate (fiscal permit). While efforts are made in other respects to reduce the number of certificates carried by motor-cars in international traffic, the draft provides for a new certificate. The certificate is only of value if no other certificate is issued during its period of validity (see Article 4, paragraph 2, of the draft). The report by the Mixed Committee shows that special control measures are required to execute this provision of the draft.

It is therefore proposed *to grant exemption from taxation if each stay in a foreign country does not exceed fourteen days in succession*.

B. According to the draft, exemption from taxation does not apply to *motor omnibuses and motor lorries*. Moreover, Article 7 of the Draft Convention on Commercial Vehicles permits the levy of a tax on these vehicles; the tax must be similar to that levied on commercial motor vehicles registered in the country, but must be on a simple basis which will allow of rapid collection. Under the general terms in which this provision is worded there is a possibility of dispute as to whether a tax levied in one State is in accordance with this provision or not. In order to avoid such disputes and in view of the importance which motor omnibuses and motor lorries have acquired in international traffic, it is proposed *to exempt motor omnibuses and motor lorries also from taxation and thus to extend the exemption to motor vehicles of all kinds*.

ANNEX 2.

[Conf. C.R./R.F./4.]

AMENDMENT PROPOSED BY THE SWISS DELEGATION TO ARTICLE 2, PARAGRAPH 1.

Substitute the following text for paragraph 1 :

"The exemption laid down in Article 1 shall be granted in each country for a consecutive period of stay of ninety days as from the date of each entry. Should this time-limit be exceeded, the tax may be charged retrospectively for the whole period of stay."

ANNEX 3.

[Conf. C.R./R.F./8.]

AMENDMENTS PROPOSED BY THE GERMAN DELEGATION TO ARTICLES 2 (PARAGRAPH 1), 3 AND 4.

(a) Replace Article 2, paragraph 1, by the following text :

"The exemption laid down in Article 1 shall be granted in each country for a consecutive period of stay of fourteen days as from the date of each entrance. Should this period be exceeded, the tax may be charged retrospectively for the whole period of stay."

(b) Delete Articles 3 and 4.

ANNEX 4.

[Conf. C.R./R.F./7.]

AMENDMENT PROPOSED BY THE SPANISH DELEGATION TO ARTICLE 2.

The exemption laid down in Article 1 shall be granted in each country for one or more periods of stay totalling *not less than* ninety days passed in that country, and expiring exactly one year as from the date of issue of the fiscal permit provided for in Article 3.

In computing, etc.

ANNEX 5.

[Conf. C.R./R.F./3.]

AMENDMENTS PROPOSED BY THE ITALIAN DELEGATION TO ARTICLES 1
AND 2.

Substitute for paragraph 2 of Article 1 the following :

“The present Convention shall not, however, apply to vehicles used for the transport of goods.”

Substitute for paragraph 2 of Article 2 the following :

“For the period following the ninety days of exemption, the charge or tax shall be leviable in respect of the rest of the year at the rate of one-twelfth of the yearly charge for every month during which the vehicle stays in the foreign country.”

ANNEX 6.

[Conf. C.R./R.F./9.]

AMENDMENT PROPOSED BY THE SPANISH DELEGATION TO ARTICLE 3.

Replace Article 3 by the following text :

“In order to claim in the territory of any of the High Contracting Parties the benefit of exemption, the vehicle must be provided with a fiscal permit issued by the competent authority of the country of registration or by an association appointed by the said authority, and drawn up on the model given in the Annex to the present Convention.

“This fiscal permit must be presented for endorsement at the frontier Customs offices on arrival in, and departure from, each country visited.”

ANNEX 7 (a).

[Conf. C.R./R.F./10.]

PROPOSAL BY THE CZECHOSLOVAK DELEGATION RELATING
TO THE INSERTION OF A NEW ARTICLE 3a.

STATEMENT OF REASONS.

It happens fairly often that a vehicle leaves a country which it has visited without passing through the Customs office; in such cases it would seem fair to impose penalties, and the Czechoslovak delegation ventures to submit the following two proposals for a new article (Article 3a).

PROPOSALS.

I. If a fiscal permit contains no mention of the departure of a vehicle from a country which it has visited, it may be assumed that such vehicle has travelled in that country until the date of its presentation either at the Customs frontier office or the consulate of the country visited, or at the Customs office of the country in which the vehicle is registered.

II. If a vehicle leaves the country visited without obtaining the necessary visas, it shall forfeit the exemption granted to it in respect of the said country for the period between the date of the visa for the last entry and the renewal of the new fiscal permit.

ANNEX 7 (b).

[Conf. C.R./R.F./10 (1).]

SECOND PROPOSAL BY THE CZECHOSLOVAK DELEGATION
RELATING TO THE INSERTION OF A NEW ARTICLE 3a.

If a vehicle leaves a country which it has visited without the fiscal permit being endorsed on departure, no further exemption from dues in that country may be granted until the permit has been renewed.

Such vehicle shall pay in the said country the dues in respect of the period which has elapsed between the date of the last endorsement on arrival in the country and the date on which departure from the said country can be established.

ANNEX 8.

[Conf. C.R./R.F./5.]

PROPOSAL BY THE YUGOSLAV DELEGATION
RELATING TO THE INSERTION OF A NEW ARTICLE 5a.

Insert a new article 5a substantially as follows :

“The present Convention in no way entails the withdrawal of any exemptions, more liberal than those required by its terms, which may have been granted on conditions consistent with the principles of the Convention.

“Nor does it prohibit the granting of such more liberal exemptions hereafter.”

ANNEX 9.

[Conf. C.R./10.]

DRAFT INTERNATIONAL CONVENTION ON THE TAXATION OF FOREIGN
MOTOR VEHICLES. TEXT ADOPTED BY THE COMMITTEE.

(List of Heads of States.)

Being desirous of facilitating international motor traffic;

Considering that an exemption as wide as possible of foreign motor vehicles from taxation is of essential importance for this purpose;

Have appointed as their plenipotentiaries the following :

(List of Plenipotentiaries.)

who, having produced their full powers, found in good and due form, have agreed upon the following provisions :

Article 1.

When a motor vehicle registered in the territories of one of the High Contracting Parties circulates temporarily in the territories of another, it shall, under the conditions laid down in the following articles, be exempted from the taxes or charges levied on the circulation or possession of motor vehicles in the country visited or in any part of that country. This exemption shall not include taxes or charges on consumption.

The present Convention shall not, however, apply to taxis or to vehicles used for the public conveyance of passengers for payment of separate fares, or for the transport of goods.

For the purposes of the present Convention taxis shall denote any vehicles placed at the disposal of the public at fixed rates of hire approved by the competent public authority.

Article 2.

The exemption provided by Article 1 shall be granted in each country for one or more periods of stay totalling in all ninety days passed in that country within a period of one year. This latter period shall be reckoned from the day of the issue of the fiscal permit provided for in Article 3 to the corresponding day in the following year.

In calculating the period of exemption, each day shall be reckoned from midnight to midnight, every fraction of a day counting as a whole day. The day of exit shall, however, not be counted when the day of entry and the day of exit are separated by a period of more than one day.

In calculating the taxes and charges payable for the part of the stay which is in excess of the period of exemption, treatment shall be accorded not less favourable than that granted to vehicles registered in the country visited.

Article 3.

In order to claim in the territories of any of the High Contracting Parties the benefit of the exemptions provided in the preceding articles, the vehicle must be furnished with a fiscal permit issued by the competent authority of the country of registration or by some organisation designated for the purpose by that authority. The permit shall be drawn up in the form set out in the Annex to the present Convention.

It shall be presented for endorsement at the frontier Customs offices on arrival in, and departure from, each country visited.

Article 4.

When a vehicle which has entered a country under cover of a fiscal permit leaves that country, without an exit visa having been stamped on the permit and without it being possible to establish the date of exit, that permit may be treated in that country as having no further validity.

Article 5.

The fiscal permit shall be valid for one year from the date of its issue. Should the vehicle to which the permit relates pass into the hands of a new proprietor or possessor, or should the registration number be changed, the necessary modifications shall be made in the permit by the competent authority.

No new permit may be issued for the same vehicle before the expiration of the period of validity indicated above, except in the event of the vehicle becoming registered in another country. No duplicate copy of the permit may in any event be issued.

Article 6.

As regards tolls or other similar charges payable on the spot, the vehicles referred to in the first paragraph of Article 1 shall be treated not less favourably than vehicles registered in the country visited.

Articles 7 and following.

(Protocol Articles.)

PROTOCOL ANNEX.

Ad *Article 3.*

The High Contracting Parties reserve the right to require that the formalities provided for in the last paragraph of Article 3 shall be carried out at some office other than a frontier Customs office.

ANNEX TO THE DRAFT INTERNATIONAL CONVENTION ON THE TAXATION
OF FOREIGN MOTOR VEHICLES.¹

ANNEX 10.

[Conf. C.R.II.]

REPORT BY THE COMMITTEE.

The Committee on the Taxation of Foreign Motor Vehicles examined the drafts of a Convention and of an Optional Protocol prepared by the Mixed Committee of the Fiscal Committee and of the Permanent Committee on Road Traffic.

I. DRAFT CONVENTION.

The Committee adopted the main principles laid down in the draft Convention, and notably the definition of the motor vehicles to which the Convention should apply, the period of exemption of ninety days, and the creation of a fiscal permit attached to the vehicle.

In Article 1 an addition was made to the original text with regard to the nature of the taxes from which the Convention provides exemption; this text referred only to the taxes levied on the circulation or possession of motor-cars. Several delegates asked that it should be made clear that certain taxes such as the duties on petrol, oil and tyres, although indirectly imposed on circulation, were not included in this definition. Their wishes were met by adding to the first paragraph the words: "This exemption shall not include taxes or charges on consumption".

Paragraph 2 of Article 1, which excludes certain categories of vehicles from the benefit of exemption, was discussed at length. Certain delegations considered that the Conventions should apply to all motor vehicles without restriction. Others thought that, while vehicles intended for

¹ See Annex to document C.232.M.100.1931.VIII.

transport of goods should be excluded, those used for the transport of passengers should benefit from exemption.

Another question discussed was whether taxicabs and hired vehicles should benefit from the free period of ninety days. Eventually the text of the draft was adopted with the addition of a clause making an exemption as regards taxicabs. Exemption therefore does not apply either to taxicabs or to vehicles used for the public conveyance of passengers for payment (motor-buses and motor charabancs), but it applies to private touring-cars and hired vehicles. For the purpose of the Convention, taxicabs are regarded as vehicles placed at the disposal of the public, which can make use of them on payment of a tariff approved by the competent public authority.

It is understood that the exemption provided for in Article 1 for touring-cars applies to two-wheel trailers intended for the transport of the personal luggage of passengers.

Article 2, which refers to the duration of exemption and the method of calculating this duration, was discussed at length. The duration of the exemption was fixed as proposed in the Mixed Committee's draft at ninety days in each year, and these ninety days may be made up of one or several stays.

The calculation of the length of stays presented difficulties. It did not seem possible to oblige the Customs authorities to calculate the number of hours. The principle was therefore adopted of days counted from midnight to midnight in accordance with the Mixed Committee's proposals, but the majority of the delegates thought that this Committee in proposing that the day of entrance should not be counted had shown too great liberality. In these circumstances the period of ninety days would never come into force for motorists crossing the frontier and returning to their country of origin on the same day. It was therefore decided that the day of entrance and the day of departure should each be counted as one day whenever they were not separated by an interval of more than one day. When this latter condition is fulfilled, *i.e.*, when the stay is for at least three days, the day of departure is no longer counted.

Article 2, paragraph 3, refers to the fiscal treatment to be applied to a foreign vehicle during a period in excess of the ninety days' exemption. During the discussion it was stated that, as from the ninety-first day, a foreign vehicle would be treated as a motor-car registered in the country and having begun to travel on this ninety-first day.

Article 3 deals with the fiscal permit. It provides that this permit may be issued, not only by the competent authority of the country of registration, but also, if need be, by a body designated for this purpose by the said authority. Certain modifications of form were introduced into the proposed text of the permit. In particular, provision was made for the case of a vehicle changing its registration number.

Article 4 is a new clause allowing countries which a motorist has visited under cover of a fiscal permit, and which he has left without having had this permit visaed, to refuse him exemption for the remainder of the year during which the permit is valid. This clause is, however, optional and gives countries latitude for showing leniency to offenders who have acted in good faith.

Article 5 (former Article 4) stipulates that no duplicate or new permit may be issued for the same vehicle during the year of the permit's validity. It provides, however, for the case of the registration of the vehicle in a new country, whereupon a new permit providing exemption for ninety days may be issued.

Article 6 relating to tolls has not been changed.

Articles 7-10 of the draft Convention—the formal articles—were not submitted to the Committee.

2. DRAFT OPTIONAL PROTOCOL.

The Committee thought it unnecessary to examine this draft which extended the period of exemption to one year, *i.e.*, amounted to granting total and final exemption to foreign motor vehicles. It considered it inadvisable to introduce such a provision, which the different States could agree upon by means of bilateral conventions, into an optional protocol attached to the Convention on the Taxation of Foreign Vehicles, particularly as such a clause was difficult to reconcile with the system of fiscal permits.

3. DRAFT PROTOCOL ANNEXED TO THE CONVENTION.

When the Mixed Committee's draft was prepared, the representative of Great Britain drew attention in connection with Article 3 to the special case of his country where vehicles arrived by sea and where it did not appear advisable to have visas placed on fiscal permits by Customs offices only, as this formality could be carried out by automobile clubs and touring clubs which also issued motoring licences. The Mixed Committee thought that in this particular case the practice offered no drawbacks and decided that a clause referring specially to Great Britain might be inserted in the final protocol of the Conference.

A text to this effect was accordingly drawn up by the Drafting Committee for Great Britain and the Irish Free State. Certain delegations pointed out that they might also wish to have visas placed on permits by a frontier office other than a Customs office. It was therefore decided that the reservation contained in the annexed protocol might be made by all the contracting parties. It is understood that in any case the visa must be given at the frontier, and not by an office situated in the interior of the country.

4. MINUTES OF THE CUSTOMS COMMITTEE.

MEETING

Held on March 20th, 1931, at 4 p.m.

Chairman: M. RESINES (Spain).

Agreement between Customs Authorities in order to facilitate the Procedure in the Case of Undischarged or Lost Triptychs.

The CHAIRMAN read the Committee's terms of reference. He drew attention to the Swiss delegation's draft regulation between Customs authorities (see Annex 1, page 163) and asked whether the Committee was prepared to consider it.

M. CRISPIELS (Belgium) would be glad, first, to know whether the Committee's instructions were to prepare a draft Convention, as the Swiss draft regulation would appear to suggest, or simply to pass a resolution to be forwarded to Governments by the League of Nations.

M. SOUBBOTITCH (Yugoslavia) stressed the point raised by M. Crispiels, and pointed out that, unless specially empowered for the purpose, the Customs administrations were not competent to conclude agreements as between themselves without the approval of their respective Governments. The first point, therefore, to be decided was the form that the Committee's work should take.

M. ZAPPALA (Italy) explained that in his country when a triptych was lost, or, owing to some accidental circumstance, had not been marked with the requisite exit visa, it was sufficient for the holder to produce in place of the consular certificate a certificate from the Customs authority of the country of registration or of the country where the triptych had been issued. The Italian delegation accordingly supported the proposal for an arrangement between Customs authorities which would not, however, commit Governments.

M. GHKA (Roumania) shared the Belgian delegate's opinion. The Committee's instructions were to pass a recommendation and not to make any final arrangements.

M. HÄUSERMANN (Switzerland) remarked that his delegation had not contemplated drawing up a convention. Its only object had been to provide a basis for discussion with the ultimate aim of an understanding between Customs authorities. The proposed regulations were in conformity with the principles which were followed in Switzerland, the general application of which would make matters easier for motorists. The Swiss delegation attached no importance to the form in which the result of the Committee's work was embodied.

M. CRISPIELS (Belgium) congratulated the Swiss delegation on its draft, which was lucid and was plainly intended to assist motorists.

Nevertheless, he held that the Committee must confine itself to considering a draft resolution which might later be forwarded by the League of Nations to the various Governments. The latter, being in possession of the reports from their delegates at the present Conference and of all the necessary data for forming an opinion, would be in a position to accede to the resolution or otherwise.

M. Crispiels then read a draft resolution which he submitted for consideration (see Annex 2, page 164).

It should be observed that, while the draft resolution was intended to facilitate matters for motorists, it did not overlook administrative interests. At present motorists who lost their triptych or did not have it discharged in due time were authorised by the Customs authorities to produce a consular certificate. The costs for procuring a consular certificate were high, and the motorist's place of residence might be very far from the consulate. If the Belgian proposal was adopted in the wording submitted, the motorist would be able, in his option, to produce a Customs certificate, which he could, in the majority of cases, obtain more easily and at less expense.

M. Crispiels, however, would have to make a reservation on behalf of Belgium. Under the Belgian regulations, the attestation could not be forwarded to the administration without further formality, but must be stamped with a consular visa. It should be observed in this regard that the cost of a visa was far less high than that of a certificate. Belgium wished to maintain the practice of a consular visa, because there was no fine in Belgium on motorists who had not discharged their triptychs in due time, the costs of validation being the only penalty for omission to discharge a triptych.

M. LAFARGUE (France) thought that the question before the Committee was not sufficiently important to be embodied in an international agreement. A draft resolution, however, would not be quite effective. The French Customs administration were prepared to conclude immediately

with the Customs administrations of other countries an arrangement under which motorists would be able to regularise their triptychs. M. Lafargue read a draft agreement which he submitted for consideration (see Annex 3, page 164).

M. HÄUSERMANN (Switzerland) said that the Swiss Customs administration could not agree to the proposal that a Customs certificate might be visaed by the consular authority.

It should be observed that the draft and the proposals that had been submitted referred only to the disappearance of a triptych. Triptychs, however, were very rarely lost or stolen. It was much more common for them not to be discharged in due time owing to an oversight. There were two possible cases. A motorist omitted to have a triptych which was still valid discharged or he only noticed that he had forgotten to do so when it had expired. The Swiss administration viewed the former case with less gravity than the second and it therefore made a distinction with regard to the penalties. M. Häusermann could accept a draft resolution or a draft convention, but would urge that both should cover triptychs which, without being lost, had not been duly discharged.

M. CRISPIELS (Belgium), in reply to the French delegate, said that he personally had received no instructions to sign any arrangement between Customs authorities. He did not know whether any of his colleagues had powers for this purpose. He was not sure, moreover, whether any such arrangement would be valid if concluded without the approval of Governments.

In answer to the Swiss delegate's remarks, M. Crispiels would point out that the formula in the Belgian draft was sufficiently general to be applicable to all cases. As to the penalty for negligence, the principle in the Swiss draft was identical to that in the Belgian proposal. M. Crispiels was not suggesting that the other administrations should follow the Belgian example; they would remain entirely free to continue their present methods of procedure.

M. LAFARGUE (France) said that the French Customs had never demanded consular validation for documents issued by other Customs administrations. The different administrations should have sufficient trust in one another not to demand such formalities.

As M. Crispiels was apparently unwilling to assume responsibility for an arrangement between Customs authorities, M. Lafargue would say that the French Customs administration had full powers to conclude and sign an arrangement of that kind on the spot.

M. MEIJERS (Netherlands) had not been aware that the Governments represented at the Conference had been intending to conclude an arrangement concerning the procedure for dealing with triptychs that had not been duly discharged.

He was, however, authorised to state that the Netherlands was prepared to regard a certificate from a Customs authority belonging to the country in which the triptych had been issued as equivalent to a consular certificate. The Dutch Government would accept such a certificate without demanding reciprocity and hoped that the other Governments represented at the Conference would do likewise. It should, however, be added that the Netherlands levied a fee on all triptychs not duly discharged.

M. CRISPIELS (Belgium) pointed out that for goods in transit unloaded in Belgian ports the Belgian Customs authorities delivered certificates the consular validation of which was required by the countries of destination.

Similarly, Belgian consuls were required to validate foreign certificates presented to the Belgian Administration for the discharge of triptychs or "carnets de passages en douane".

M. Crispiels recalled that the chief object of his draft resolution was to allow motorists to replace the consular certificate by a Customs certificate.

In order, however, to facilitate agreement on this point, he withdrew the second paragraph of his proposal.

M. LAFARGUE (France) pointed out that his draft agreement, which was drawn up in very general terms, also gave the motorist the right to choose between the consular certificate and the Customs certificate. It went even farther, and authorised motorists to request the Customs to convert a provisional certificate into a final one.

M. GHICA (Roumania) asked whether the Customs authorities accepted all consular certificates.

Mr. TOLERTON (Great Britain) said that his Government had no objection to accepting a Customs certificate in place of a consular certificate if a triptych had been lost or not duly discharged.

Under Article 2 of the Swiss proposal, however, a triptych could be regularised in certain cases without its being necessary to present the vehicle for which it had been issued. The British Government could not agree to such a clause, because a certificate could obviously not be issued unless the vehicle had been inspected and identified.

The CHAIRMAN suggested that the Committee should not consider the different articles in the Swiss draft but ascertain whether agreement was feasible, and, if so, whether the members of the Committee were empowered to conclude an agreement between Customs administrations.

M. HÄUSERMANN (Switzerland) agreed that the first point to be determined was whether agreement could be reached. The Committee had not as yet decided what form its work should take.

With regard to the British delegate's comments, M. Häusermann would point out that Article 2 referred to the conversion of a provisional visa into a final visa, and this was a formality for which there was no need to produce the vehicle.

The Swiss delegation likewise was not empowered to conclude an agreement. It had never been its intention to submit a draft for signature by the members of the Committee and M. Häusermann thought that, if agreement were found possible, it would be better to pass a recommendation which could later be submitted through the League to the Governments for their assent.

M. LAFARGUE (France) explained that in his country a motorist must present his car at the French Customs before the expiration of his triptych or produce a consular certificate as proof that the car had been re-exported. If the triptych had not been discharged and was marked only with a provisional visa, the party concerned must explain the position to the administration and his provisional visa was only converted into a final visa if his *bona fides* were established.

In reply to M. Ghika's question, M. Lafargue stated that the French Customs accepted a consular certificate if the triptych had been lost.

M. CRISPIELS (Belgium) said that in his country a motorist could only produce a consular certificate if authorised to do so by the Customs administration. Was the position the same in other countries?

M. LAFARGUE (France) replied that no such authorisation was required in France.

M. GHIKA (Roumania) observed that the French delegate was the only member who had replied to his question. He would ask his other colleagues whether a consular attestation was sufficient in their countries for the discharge of a triptych.

M. HÄUSERMANN (Switzerland) replied that in Switzerland a consular attestation sufficed, provided it was complete, but it must be remembered that such attestations were often defective, whereas Customs certificates were invariably in conformity with the administrative rules.

The CHAIRMAN said that experience in his own country showed that consular attestations were sometimes not all that could be desired, because not all the consular authorities were fully familiar with the triptych system.

M. GHIKA (Roumania) pointed out that a consular attestation was invariably given on application by the automobile clubs which were in a position to supply all the necessary particulars for identifying the vehicle.

M. CRISPIELS (Belgium) drew attention to a major difference between the French and Swiss regulations on the one hand and the Belgian regulations on the other hand. The remarks made during the debate showed that in France and Switzerland, if a motorist lost his triptych, he had an unconditional right to produce a consular certificate. This was not so in Belgium where a consular certificate could not be produced except with the express authorisation of the Customs authorities. Belgium therefore could not agree to such a system, which would be tantamount to abolishing, in practice at any rate, the obligation to obtain an exit visa.

M. LAFARGUE (France) repeated that the French Customs administration invariably accepted consular certificates as proof of re-exportation, provided they were complete. They were, however, entitled to refuse such a certificate in doubtful cases.

M. HÄUSERMANN (Switzerland) thought that the procedure followed in Belgium made matters complicated, because the party concerned could only produce the certificate if authorised to do so by the Customs administration.

With regard to the making out of consular attestations, the practice followed in the various countries differed widely. Such attestations were sometimes defective from the Customs standpoint, because the automobile clubs merely sent the party concerned to the consul without giving him the necessary instructions as to the particulars to be included in the certificate.

M. CRISPIELS (Belgium) observed that the practice in his country was less unfavourable to motorists than certain speakers seemed to think. Generally speaking, the Administration allowed a motorist who had omitted to discharge his triptych an additional three months after the expiry of the triptych. In case of loss he was required to make a declaration to the Administration which authorised him, if he lived near the frontier, to present his car at a Customs house, or, if there were no Customs houses near him, to obtain a consular certificate. M. Crispiels would stress once again the fact that a motorist could not produce a certificate on his own initiative, but must be authorised to do so by the Customs.

M. Crispiels feared that the French delegation's draft in its present wording might lead to the impression that an exit visa was no longer required, and that all the motorist need do was to obtain a Customs certificate later in order to discharge his triptych. To this the Belgian Administration could not assent.

M. LAFARGUE (France) agreed that consular certificates were not always adequate, because motorists failed to take the precaution of ascertaining from the Administration the particulars to be mentioned in the document. There were, of course, certain inevitable difficulties; they could, however, be obviated if motorists could more often obtain a Customs attestation.

M. HÄUSERMANN (Switzerland) observed that there was no thought in the mind of his delegation of encouraging malpractices. It was anxious to facilitate the regularisation of discharged triptychs, but the measures in question related only to cases where a motorist could give explanations that were found satisfactory.

M. CRISPIELS (Belgium) considered that the text he had submitted clearly defined the object the Committee had in view.

The difference between the Belgian and Swiss systems lay in the fact that in Belgium a consular certificate could be produced only under certain conditions and with the authorisation of the Customs, whereas in Switzerland a motorist was entitled to produce it on his own initiative.

M. Crispiels was obliged to repeat the question he had put once already. Could a motorist on his own initiative produce a consular certificate in place of the Customs visa?

M. LAFARGUE (France) replied that a motorist was authorised by the Customs to submit a consular certificate which was accepted provided it was in order, but the administration could not be forced to accept it.

M. HÄUSERMANN (Switzerland) saw no difference between the Belgian and the French proposals. Both texts satisfied him as they authorised the substitution of a Customs certificate for a consular certificate.

He did not share M. Crispiels' apprehensions. The substitution of a Customs certificate for the consular certificate should not be regarded as forming a system for the discharge of triptychs but was merely intended to allow of the settlement of certain individual cases.

M. CRISPIELS (Belgium) pointed out that his draft solved the case mentioned in the document Conf. C.R.I., because it laid down that a Customs certificate could be substituted for the consular certificate in all cases where the latter was demanded. He still thought that the French draft could be taken to imply that the final exit visa was no longer required, but could be replaced generally by a Customs certificate. There was another difference between the Belgian and the French drafts. In the former, the certificate could be issued by any Customs authority, whereas, under the French proposal, it could be issued only by the Customs authority of the country in which the certificate had been issued, or the country where the car was registered.

The CHAIRMAN observed that, in this latter point, the Belgian proposal went farther than the French. The adoption of the latter draft might cause certain difficulties; supposing, for example, a motorist belonging to one country had travelled in a second and went to a third and established his domicile there, under the French proposal he would have to obtain discharge of his triptych from the Administration in the first country or in the second country and this might be difficult, if not impossible. Under the Belgian proposal, on the contrary, he could apply for a certificate from the Customs authorities of the third country.

M. LAFARGUE (France), in order to meet M. Crispiels, agreed to delete from his proposal the words "of the country issuing the triptych or the country of registration of the car".

M. GHİKA (Roumania) hoped that the Customs experts on the Committee would indicate whether their Administrations accepted a consular attestation in all cases. He was referring, of course, to attestations obtained from a consul through an automobile club.

The delegations answered M. Ghika's question as follows:

Czechoslovakia, France, Germany, Poland, Roumania, Spain, Sweden, Switzerland, accept consular attestation unconditionally. Sweden, Switzerland, Czechoslovakia, accept in addition all attestations found adequate by the Customs administration acting on its own discretion, e.g., certificates from the police, local or other authorities.

Belgium, Italy, Netherlands, Yugoslavia, accept consular certificates on certain conditions.

M. HANSEZ (International Association of Recognised Automobile Clubs) proposed that a drafting committee be set up to prepare a text which would be acceptable generally.

The CHAIRMAN hoped that it would be possible to find agreement in plenary session.

M. ZAPPALA (Italy) asked that the French text should be completed by the addition of the words, ". . . produce, *in place of a consular certificate*, a Customs certificate . . .".

The CHAIRMAN pointed out that this amendment would probably alter the whole sense of the proposal. The Committee's aim was to give motorists a choice between the two certificates, but not to abolish the consular certificate which was recognised, with or without conditions, by almost all countries. The Chairman thought that the French proposal met this point.

M. HANSEZ (International Association of Recognised Automobile Clubs), after further reflection, recommended the Belgian proposal, which in his view was the clearest, because under it the Customs were entitled to refuse to accept a Customs certificate in cases where they did not accept a consular certificate. This clause would prevent any malpractices and would safeguard the rights of the administration.

M. LAFARGUE (France) considered that, with the French text, a motorist would in all cases be able to produce a Customs certificate. This was in line with the Committee's desire to give greater facilities to motorists.

M. CRISPIELS (Belgium) said that neither the Belgian Administration nor he himself had contemplated the problem in that light. He still believed that the Customs administration must be empowered to refuse the certificate in question and that a Customs certificate could only be substituted for a consular certificate in cases where the production of a consular certificate was permissible. The Belgian Administration could not go farther and accept a proposal which would entitle motorists to substitute a Customs certificate for a final exit visa.

M. HANSEZ (International Association of Recognised Automobile Clubs) observed that certain Customs administrations, that of the Netherlands for example, inflicted very severe penalties on motorists who were continually guilty of negligence, or even refused to discharge their triptychs at all. Those administrations which followed this practice at present should retain the right to refuse a Customs certificate as well.

M. MEIJERS (Netherlands) said that the Dutch Administration did not refuse to regularise a triptych even in cases of repeated negligence, but imposed a very severe penalty.

M. CRISPIELS (Belgium) asked the French delegate whether the French Administration would discharge a triptych which had already been regularised four or five times in succession.

M. LAFARGUE (France) replied that his Administration invariably agreed to regularise the triptych, provided the motorist had not acted in bad faith.

The CHAIRMAN thought that the discussion showed that nothing must be done to impair the right of the Customs authorities to accept or refuse the certificate; he proposed in consequence to put to the vote the Belgian proposal (first paragraph) and then the French proposal in the order in which they had been submitted.

M. ZAPPALA (Italy) suggested that, in the Belgian draft, the words " may be authorised to furnish " should be substituted for the words " may, should he prefer this, furnish ".

M. CRISPIELS (Belgium) pointed out that, if the Italian amendment were adopted, the Administration would be instructing the party interested as to the certificate to be produced, whereas, under the Belgian text, the choice of the document was left to the motorist.

M. HANSEZ (International Association of Recognised Automobile Clubs) was against the Italian amendment which was not in the interests of motorists.

M. ZAPPALA (Italy) withdrew his amendment.

The CHAIRMAN put the Belgian proposal to the vote.

The proposal was adopted unanimously.

M. CRISPIELS (Belgium) asked permission to add, in order to prevent any future misunderstanding, that it was quite clear that the draft resolution voted by the Committee did not in any way affect the other rules enforced by the various Customs administrations with regard to the procedure for the discharge of triptychs and " carnets de passages en douane ".

ANNEXES

TO THE MINUTES OF THE CUSTOMS COMMITTEE.

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ANNEX 1.

[Conf. C.R./C.D./I.]

PROPOSAL OF THE SWISS DELEGATION CONCERNING REGULATIONS BETWEEN CUSTOMS AUTHORITIES IN ORDER TO FACILITATE THE PROCEDURE IN THE CASE OF UNDISCHARGED OR LOST TRIPTYCHS.

(List of Representatives.)

Being desirous of facilitating and regulating on international lines the procedure in the case of undischarged or lost triptychs, have agreed on the following provisions :

Article 1.

In principle each crossing of the frontier must be entered in the triptychs. Nevertheless, exceptions may be allowed in certain countries and for certain kinds of traffic (frontier traffic).

Article 2.

If the last visa placed on the back of leaf 2 (or II or B) of a triptych indicates re-exportation, the document in question may be regularised without it being necessary to present the vehicle for which it was made out.

Article 3.

Applications for regularisation of this kind must be submitted before the expiry of the triptychs. They shall be addressed to the General Customs Directorate or to the appropriate Customs office of the country for which the triptychs were made out.

In these cases, regularisation is effected free of charge in so far as any sums due were paid at the time the triptychs were taken over. The cost of postage for the return of leaf 3 (III or C) of the triptychs shall be borne by the parties concerned.

Article 4.

If the application is submitted after the expiry of the triptychs, the Customs administrations may require payment of a sum for late regularisation.

Article 5.

For certain kinds of special traffic and for certain countries in which the affixing of passage visas is not compulsory, regularisation of the triptychs shall be conditional on the presentation of the car or the production of a re-exportation certificate.

Article 6.

Triptychs of which leaves 2 and 3 (or B and C or II and III) have been lost may only be regularised after expiration of the triptychs.

Article 7.

In these cases, regularisation or verification of the documents in question shall in general be conditional on presentation of an official re-exportation certificate to be drawn up after the expiry of the lost documents. An office fee may also be charged for regularisation.

Article 8.

Re-exportation certificates may be given by any Customs or police authority and also by the consulates of the country for which they are intended. Customs certificates must be produced whenever possible.

Article 9.

Re-exportation certificates must give the police (registration) number, the mark and numbers of the chassis and engine, the number of seats, and the type and weight of the vehicles. They must also state whether spare wheels, etc., have been presented.

Article 10.

When the Customs administrations are in doubt as to a re-exportation certificate or an exit visa placed on a triptych, they may require the vehicle in question to be submitted to them before they grant discharge of the Customs documents.

Article 11.

Triptychs which have expired may be deemed to be regularised if, one year after expiry, no claim relating to these documents has been made to the guaranteeing club.

This provision shall also apply to Customs "carnets de passages en douane", provided the precise date of expiry has been indicated by the issuing club on the leaves of these documents.

Article 12.

The present regulations shall be submitted for signature by all Governments or Customs administrations desirous of applying them. Accession shall be notified to the Secretary-General of the League of Nations.

Article 13.

Any Customs administration may propose such modifications of, or additions to, the present regulations as it may deem appropriate. These proposals shall be communicated by the Secretary-General of the League of Nations to all Governments for their consideration.

Article 14.

The date of the coming into force of these regulations shall be

Article 15.

The present regulations may be denounced in writing after five years by any of the Customs administrations.

Denunciation shall take effect one year after the date on which it is received by the Secretary-General of the League of Nations.

ANNEX 2.

[Conf. C.R./C.D./2.]

DRAFT RESOLUTION SUBMITTED BY THE BELGIAN DELEGATION.

The countries agree that henceforth in all cases where they permit the production of a *consular certificate* for the purpose of verifying a triptych or a Customs "carnet de passages en douane", the party concerned may, should he prefer this, furnish a certificate from the Customs authority of a foreign country setting forth, with all the identity particulars entered in the triptych or the "carnet", that the vehicle is in the country of such Customs authority.

The option thus allowed to the party concerned shall not affect the right of the country taking over the triptych or the "carnet" to require, if necessary by means of a consular visa, the legalisation of the Customs certificate or to impose, should need arise, a regularisation fee.

ANNEX 3.

[Conf. C.R./C.D./3.]

DRAFT RESOLUTION SUBMITTED BY THE FRENCH DELEGATION.

Being desirous of facilitating the procedure in the case of undischarged or lost triptychs, the undersigned Customs officials, being empowered by their respective Administrations, have agreed to adopt, subject to reciprocity, the following provision :

In the case of the loss or the expiration of a triptych, the holder shall be allowed to furnish proof of the re-exportation of his car by means of a certificate from a Customs office of the country issuing the triptych or the country of registration of the car, setting forth that the car has been presented to the said office at a date subsequent to the duration of the validity of the triptych. This Customs certificate, which shall indicate the characteristic features of the car, shall take the place, for the procedure in the case of the lost or expired triptych, of a consular identification certificate or a *visa of final exit*.

The present provision shall enter into force as from

[Distributed to the Council,
the States Members of the
League, and the Union of
Soviet Socialist Republics
and Turkey.]

Official No.: **C. 736. M. 341.** 1931. VIII.

Geneva, October 19th, 1931.

LEAGUE OF NATIONS

Communications and Transit Organisation

**CIRCULAR CONCERNING PROGRAMMES OF
IMPORTANT PUBLIC WORKS**

In its efforts to reduce the extent of the unemployment crisis which is crushing the whole world, especially Europe, the International Labour Office has devoted special attention to public works, national or international, which not only offer technical possibilities and have an economic value, but seem likely in their execution to diminish appreciably the number of unemployed. Last spring, it made hurried enquiries of the Governments interested as to whether they could suggest works of this nature to which there would be none but financial obstacles. Numerous replies were received, and although, owing to the shortness of the time allowed, they were suggestive rather than precise and detailed, they showed that beyond doubt something could be done on those lines. The question was laid before the various Committees of the Commission of Enquiry for European Union, which received it favourably, and on September 24th, 1931, the Assembly of the League adopted the following resolution:

“ The Assembly,

“ Seeing that, among the measures of international solidarity calculated to mitigate the effects of the economic depression and to assist the resumption of activity which would benefit the workers of all countries, consideration should be given to the execution of important public works jointly undertaken by public or private groups on European or extra-European territory;

“ Seeing, further, that the problem has already been approached by the Commission of Enquiry for European Union and has been laid before the competent organs of the League of Nations;

“ In order to expedite the examination of these programmes, to co-ordinate them on an international scale, to hasten their putting into effect and to follow their execution:

“ Invites the Council of the League of Nations to instruct the Committee of Enquiry set up by the Communications and Transit Organisation, to which should be added representatives of the International Labour Office and possibly of the economic and financial organs of the League, to undertake these various tasks.

“ This Committee will examine the concrete proposals of the various Governments, particularly from the point of view of the utility and productivity of the works proposed.

“ It will report to the Council of the League of Nations. The Commission of Enquiry for European Union will be called on to give its opinion on the proposals relating to Europe.”

The Council, having considered this resolution, asked the Chairman of the Advisory and Technical Committee for Communications and Transit to request the Committee of Enquiry on Questions Relating to Public Works and National Technical Equipment, set up by the Transit Committee, to perform the duties contemplated in the resolution.

The Committee of Enquiry met for its constituent session at Geneva on October 14th and 15th, 1931.¹

If it is to be able to discharge its duties, the Committee must receive from the various Governments interested, in the words of the above resolution, concrete proposals which it will examine particularly from the point of view of the utility and productivity of the works proposed. These proposals should be addressed to the Secretary-General of the League.

To enable the Committee's object to be attained, the economic circumstances of the present time call for as expeditious a procedure as possible, and accordingly these concrete proposals must take the form of schemes which have been sufficiently worked out for the Committee to examine them thoroughly as regards the technical and economic equilibrium of the operations contemplated and their financial possibility.

The detailed schemes which will be laid before the Committee should afford it an accurate idea of the cost of the works proposed by Governments, the number of days' labour that they would require, and the manner in which employment would be spread over a period of time. The Governments were given so little time to reply to the International Labour Office's enquiry that they were unable to furnish it with documents containing the necessary details. The Committee realises this, and trusts that the schemes to be submitted to it will be largely based on the suggestions given in the annex. It is possible that the same work carried out by different methods may involve the employment of different quantities of labour. In all such cases, the different methods in question should be indicated, together with their respective costs. It would be desirable for the latter figures to be supplemented by a statement of the saving in unemployment relief, through the re-employment of the labour required, which would enable the Governments to pay for the work in question.

If the documents laid before the Committee are to answer to the foregoing conditions, the enquiries must clearly be so far advanced that the Governments concerned can make a selection among such schemes as they may have already contemplated, or even enumerated, in answer to the International Labour Office's enquiry. Having regard to the economic circumstances of the present time, the Committee feels that it would be desirable for the Governments' choice to be to a great extent dictated by an estimate of the productivity of the works which should be related to those very economic circumstances. In the Committee's view, works entailing the employment of a very large quantity of labour should not be undertaken (except works of local or exceptional urgency) unless their execution will help to bring about an improvement in the present economic crisis. The Committee therefore does not think it necessary at present to contemplate schemes which would increase the industrial or economic equipment of countries where the equipment already in existence is not fully utilised or sufficiently productive, and it considers it undesirable that fresh capital should be sunk in works which would produce such an effect. On the other hand, undertakings of which the success would bring about, not an increase in means of production, but

¹ The present composition of the Committee is as follows:

- Dr. F. DORPMÜLLER, Director General of the German Railways, *Chairman*.
- Sir John BROOKE, Electricity Commissioner, London, Member of the Permanent Committee on Electric Questions of the Communications and Transit Organisation.
- M. C. BUTTINI, Chief-Engineer in the Italian Civil Engineering Service.
- M. P. G. HÖRNELL, Member of the Swedish Academy of Technical Sciences, late Professor at the Royal Polytechnic at Stockholm.
- M. J. B. VAN DER HOUVEN VAN OORDT, late President of the Netherlands Shipowners' Association.
- M. N. ITO, Deputy Director of the Japanese League of Nations Bureau, Member of the Advisory and Technical Committee for Communications and Transit.
- M. René MAYER, Honorary Master of Requests to the French Council of State, Member of the Permanent Legal Committee of the Communications and Transit Organisation.
- M. M. S. OKECKI, Ministerial Counsellor in the Polish Ministry of Public Works.

* * *

- M. Silvain DREYFUS, Vice-President of the General Council of Bridges and Highways and of the High Council of Public Works of France, Chairman of the Advisory and Technical Committee for Communications and Transit, representing the Committee.

For the International Labour Organisation.

- M. G. DE MICHELIS, Member of the Governing Body of the International Labour Office, representative of the Italian Government on this body.
Substitute: His Excellency M. F. SOKAL, Member of the Governing Body of the International Labour Office, representative of the Polish Government on this body.
- M. A. LAMBERT-RIBOT, Member of the Governing Body of the International Labour Office, employers' representative (French) on this body.
Substitute: M. H. VOGEL, Member of the Governing Body of the International Labour Office, employers' representative (German) on this body.
- M. L. JOUHAUX, Member of the Governing Body of the International Labour Office, workers' representative (French) on this body.
Substitute: M. Ch. SCHÜRCK, Member of the Governing Body of the International Labour Office, workers' representative (Swiss) on this body.

a better distribution of manufactured goods or foodstuffs, or a fall in production costs or transport costs, creating new markets or introducing new buyers, seem proper in the present circumstances to be given the foremost place, with the primary object of improving conditions of life in countries where unemployment is particularly serious or whose national equipment is at present insufficiently developed.

The Committee imagines that various Governments may have received from public or private bodies, national or international, schemes for public works which they have not yet been able to carry out. The Committee would be glad to know of any such schemes which may have reached the stage described above, and to have the views of the Governments transmitting them.

The Committee reserves the right, after receiving the proposals of Governments, to ask them for further particulars in writing, and to request them to appoint representatives to furnish the Committee with any additional explanations that may be necessary.

It is highly desirable that the schemes of public works to be laid before the Committee should reach the Secretary-General of the League of Nations as early as possible, and, in any case, so far as concerns schemes of class A in the annex, before December 1st of this year, as the Committee is to meet very shortly afterwards to examine the first schemes received.

ANNEX.

OUTLINE OF INFORMATION FOR THE FILES RELATING TO SCHEMES OF PUBLIC WORKS TO BE EXECUTED IN THE HOME OR OTHER TERRITORIES OF STATES, TO BE SUBMITTED TO THE TECHNICAL COMMITTEE ON QUESTIONS RELATING TO PUBLIC WORKS AND NATIONAL TECHNICAL EQUIPMENT.

Governments are requested to take into account to a large extent the suggestions given below:

(A) For the works to which the Governments proposal relates, are there any schemes already adopted and including an estimate of the cost ?

(B) If not, how soon can schemes for these works be completed or established, as the case may be ?

Is it proposed that the Government itself or a public body shall establish or complete the schemes ?

Can this work be handed over to a future contractor or concessionaire ?

What would be the approximate cost of any investigations that might be required for the establishment of complete schemes ?

A complete scheme should, as a rule, contain:

1. An explanatory statement.
2. The general technical plans and designs.
3. Estimate and allocation of expenditure which may be met:
 - (a) Out of the national budget;
 - (b) Out of the budgets of public bodies;
 - (c) By an internal or foreign loan.
4. Approximate duration of the work, divided into several stages, if necessary.
5. Probable number of man-days to be worked.
6. Materials, plant to be set up and equipment to be used; also, if necessary, expenditure entailed for housing or board and medical services for the workmen.
7. Cost of maintaining and operating the works.
8. Anticipated productivity of the works and plan of amortisation.
9. Legislative and administrative position as regards the execution of the proposed works: Will the work be executed by the Government or by contract ? May a concession be granted ? May foreign companies submit tenders ? etc.
10. State or other guarantees for the service of the loans.

General Indications:

1. State of unemployment in each of the industries concerned in the proposed works, and position as regards unemployment relief in those industries.

Summary of the social legislation in force in the country regarding the regulation of hours of work, social insurance, sick funds, etc., in the same industries.

2. Is it lawful to employ foreign labour and foreign materials or equipment ? If so, is it thought that the national labour and equipment available will have to be thus supplemented for the purpose of the work, and to what extent ?

3. General remarks.

The Chairman of the Committee of Enquiry on
Questions relating to Public Works and
National Technical Equipment:

(Signed) Dr. J. DORPMÜLLER.

The Representative of the Advisory and
Technical Committee for
Communications and Transit:

(Signed) Silvain DREYFUS,
Chairman of the Committee.

[Distributed to the Council and the Members of the League.] *Official No.:* **C. 176. M. 65.** 1931. VIII.

Geneva, October 1931.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS
AND TRANSIT

DRAFT REGULATIONS
FOR
TONNAGE MEASUREMENT
OF SHIPS

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DRAFT REGULATIONS
FOR
TONNAGE MEASUREMENT OF SHIPS¹

PART I

ADMINISTRATIVE PROVISIONS.

Application by the Owner.

ARTICLE 1.

When a ship requires measurement or re-measurement, the owner shall send an application to this effect to the competent tonnage measurement authority.

Such application, when it relates to a ship to be measured for the first time, shall be accompanied by the following plans:

A. Transverse section or sections showing the bottom construction of the ship.

B. Longitudinal section showing water-ballast spaces, superstructures, transverse bulkheads and hatchways.

C. General arrangement, including plan of decks, showing superstructures and spaces therein and stating their intended use.

When exemption from inclusion in gross tonnage is claimed for certain spaces, plans showing details of the conditions upon which such exemption is claimed should also be submitted.

The tonnage measurement authority concerned may in special cases request the submission of further plans which it considers necessary.

Measurement under Rule I or Rule II.

ARTICLE 2.

Measurement and re-measurement shall be carried out in accordance with Rule I (Internal Measurement) or Rule II (External Measurement), the details of which are set forth in Parts II to VI of the present Regulations.

The application of Rule II shall be limited to cases where the application of Rule I is impracticable — *e.g.*, on account of the

¹ The figures referred to in this document are to be found in a separate publication (see document C. 176 (a). M. 65 (a). 1931. VIII).

ship being loaded — and shall depend on a decision of the central tonnage measurement authority concerned. Such ship may, however, at any subsequent time, be re-measured according to Rule I at the request of the owner.

Formulae of Measurement.

ARTICLE 3.

As measuring proceeds, the measurements taken, as well as other records which serve to determine the gross and net tonnage defined in Part II, Article 7, and which are indicated in Parts III to VI, shall be entered on the formulae of measurement of the type reproduced in Appendices 1 *a, b, c, d* and *e*. When the measurement has been completed, the formulae of measurement, duly signed, shall be forwarded to a central tonnage measurement authority.

This central authority, in carrying out the checking, shall for this purpose in all cases (except when a ship is measured under Rule II) make use of the control curves in conformity with the provisions of Part III, Article 44. The said authority shall also, if necessary, complete the measurement by means of the control curves.

Tonnage Certificates.

ARTICLE 4.

The measurement having been checked and, if necessary, completed, the central tonnage measurement authority shall arrange for the tonnage certificate to be issued under Rule I or Rule II, as the case may be.

The tonnage certificates shall be of the types reproduced in Appendices 2 and 3, and shall contain the particulars indicated therein.

Marking.

ARTICLE 5.

The spaces indicated in Articles 61 to 63, 66 to 71, 76 (*d*) and 77, if deducted from the gross tonnage referred to in Article 7, must be duly marked, their proper designation being stated in each case and their volume in register tons (or cubic metres) being indicated.

The net tonnage defined in Article 7 shall be marked in indelible characters on the main beam or on the inside of the coaming of one of the upper hatchways (by preference hatchway No. 2 counted from the bow) or, if necessary, in another suitable place.

PART II

DETERMINATION AND DEFINITION OF TONNAGE

*Units of Measurement; Degree of Exactitude;
Definition of Length and Breadth.*

ARTICLE 6.

In ascertaining the tonnage of a ship, the cubic capacity of all spaces shall be calculated in English cubic feet, or in cubic metres. If English cubic feet are employed, these shall be converted into English register tons, each of 100 cubic feet, corresponding to 2.83 cubic metres. If the English foot is used, it will be divided decimally.

If not otherwise stated in the present Regulations:

I. Measurements shall be taken with the exactitude of the nearest twentieth part of an English foot, or of the nearest centimetre.

II. Calculations shall be carried out with the following degree of accuracy:

(a) When determining:

The common interval between the transverse sections (see Article 21):

If using feet, with three decimals, without taking account of the fourth; or,

If using metres, with four decimals, without taking account of the fifth;

(b) When determining:

(1) *One-third of the common interval between the transverse sections (see Article 41);*

(2) *One-third of the common interval between the breadths in each transverse section (see Article 39);*

(3) *The area of transverse sections (see Article 39);*

(4) *One-third of the common interval between breadths in double-bottom tanks (see Article 45), in 'tween-decks (see Article 48) and in superstructures (see Article 53);*

(5) *The mean height of a double-bottom tank (see Article 45);*

(6) *The mean height of a 'tween-deck space (see Article 48);*

(7) *The mean breadth of the propelling-machinery space;*

(8) *The mean height of the propelling-machinery space:*

If using feet, with two decimals, the second being increased by one if the third is 5 or more; or,

If using metres, with three decimals, the third being increased by one if the fourth is 5 or more.

(c) When determining:

The under-deck tonnage and the cubic capacity of all other spaces (e.g., double-bottom tanks, 'tween-decks, superstructures, hatchways, exempted or deducted spaces), both in register tons and in cubic metres, with two decimals, the second being increased by one if the third is 5 or more.

Before proceeding with measurement, all instruments used must be carefully checked.

Measurements taken in the longitudinal direction are called *lengths*, and measurements taken in the transverse direction are called *breadths*, irrespective of the shape of the measured space.

Gross Tonnage and Net Tonnage.

ARTICLE 7.

The tonnage is determined as gross tonnage and as net tonnage.

The gross tonnage consists of the sum of the following items, subject to the exceptions hereinafter mentioned:

1. The cubic capacity of the space below the tonnage deck (under-deck tonnage).
2. The cubic capacity of each space between decks above the tonnage deck and below the upper-deck.
3. The cubic capacity of superstructures (whether extending from side to side or not).¹
4. The "excess of hatchways".

The net tonnage is obtained by applying to the gross tonnage the deductions provided for in the present Regulations with regard to:

- (1) Master's and crew spaces (see Articles 61 to 64);
- (2) Spaces for navigation and working of the ship (see Articles 65 to 71);

And, for ships propelled by machinery:

- (3) Propelling machinery spaces (see Articles 74 to 81).

¹ A superstructure shall be regarded as extending from side to side when its sides are flush with those of the ship.

PART III
MEASUREMENT AND CALCULATION OF GROSS
TONNAGE UNDER RULE I.

ARTICLE 8.

The cubic capacity of each of the items of the gross tonnage referred to in Article 7 is to be determined by separate measurement and calculation, in accordance with the provisions hereafter.

Tonnage Deck and Upper deck.

ARTICLE 9.

When measuring decked ships, the tonnage deck must first be determined.

The *tonnage deck* is the upper deck in ships with not more than two decks, and the second deck from below in ships with more than two decks.

The *upper deck* is the uppermost complete deck having permanent means of closing all openings in weather portions of the deck.

Continuous Decks.

ARTICLE 10.

When determining the tonnage deck and the upper deck, only permanent and continuous decks, laid on permanent deck beams, are to be considered. Interruptions in way of engine and boiler openings, cofferdams and peak-tanks, are not to be considered as breaking the continuity of a deck.

Hatchways, skylights, companion-ways, trunks, etc., are not considered as interruptions in a deck (see Figures 1, 2, 3 and 4).

A deck below the upper deck shall still be regarded as continuous when for a part of its length it is continued at a somewhat higher or lower plane (see Figure 3).

ARTICLE 11.

When measuring the space below the tonnage deck, the cubic capacity of the space, limited by the lower surface of the tonnage deck and the ceiling at the sides and bottom, is sought (irrespective

of beams, pillars, stringers, keelsons and other projecting parts). If the ceiling is lacking, either at the sides or at the bottom, a surface is presumed to lie, as the case may be, on the inner edge of the frames, or on the top of the floors or of the double bottom. This space is considered to be empty.

ARTICLE 12.

Unless otherwise stated in the present Regulations, the measurements are taken to the inner edge of the frames, and to the top of the floors or the double bottom, deducting from these measurements the average thickness of ceiling, if fitted. When the thickness of any ceiling is greater than 0.25 foot or 0.076 metre, this dimension is to be regarded as the maximum for which allowance is to be made, except in wooden ships fitted with ordinary continuous ceiling.

Ceiling.

ARTICLE 13.

As ceiling is considered permanent lining, which is fitted directly on the frames, floors or the double bottom of the ship, and, furthermore, ceiling on the bottom, fitted on grounds. In this case the bottom ceiling is presumed to be situated on the top of the double bottom, or of the floors.

As ceiling is also considered spar ceiling (of steel or wood), fitted in the usual way, provided the spacing of the battens or bars does not exceed 1 foot or 0.305 metre. If, however, this spacing is greater, the measurements are taken to the inner edge of the frames. In ships with beam brackets of ordinary size, the uppermost spacing, counted from the under side of the deck beam, may exceed 1 foot or 0.305 metre, provided the uppermost batten is fitted close up to the beam bracket. Side stringers are counted as spar ceiling, when determining the spacing of the battens or bars.

The formulæ of measurement shall contain information concerning the depths of the frames, the thickness of the side and bottom ceiling, the thickness of the grounds below the latter, if necessary, and particulars as to whether the measurements are taken to the frames, the top of the double bottom or floors where no ceiling is fitted. It shall, furthermore, contain the depth of the floors, or the height of the double bottom in the middle plane, at the intersection of the middle transverse area, or, if the space below the tonnage deck is measured in parts, at the middle position in each part.

The depths of the frames, the thickness of the side and bottom ceiling, and of the grounds below the latter are to be measured with an accuracy of a fortieth of a foot, or the nearest centimetre.

ARTICLE 14.

The cubic capacity of the space below the tonnage deck is ascertained by means of its length — “the tonnage length” —

and the areas of a number of transverse sections. This number varies with the length.

The area of each section is ascertained by means of its depth and five or seven breadths.

Tonnage Length.

ARTICLE 15.

The tonnage length is the distance between two points, of which the foremost is the point where the under side of the tonnage deck, at the stem, meets the inner surface of ceiling or frames, and the aftermost is the point where the under side of the tonnage deck meets the inner surface of ceiling or frames in the middle plane, right aft in the stern.¹

Determination of the Extreme Points of the Tonnage Length.

ARTICLE 16.

When determining the extreme points of the tonnage length according to the principles laid down in Article 15, the following indications should be observed:

1. In the case of ships having a vertical bow (or stem) and a vertical stern both below and above the tonnage deck, measure horizontally the depth of frames and the thickness of the ceiling (if fitted) right forward and right aft, immediately below the tonnage deck. Set off these measurements on the upper side of the deck from the shell plating in the direction in which the frames have been measured and draw through the points thus obtained lines parallel to the shell. The points of intersection of these lines fore and aft are the extreme points of the tonnage length (see Figures 5 and 6).

2. In the case of ships having no vertical bow (or stem) or no vertical stern at the level of the tonnage deck, the extreme points of the tonnage length are, when practicable, to be determined at the under side of the tonnage deck. The distance from these points to a hatch-coaming, bulkhead, etc., should be measured and transferred to the upper side of the tonnage deck as indicated in Figure 7.

Should it not be practicable to determine the extreme points of the tonnage length at the under side of the tonnage deck, and should the thickness of this deck be considerable (*e.g.*, a wooden

¹ Should the tonnage deck beam at the extreme points of the tonnage length have a camber (in case of a ship with a square bow or stern) or rise in a straight line from the sides of the ship towards the middle plane, then the points are situated respectively at one-third of the round of the beam or one-half of the rise below the under side of the tonnage deck in the middle plane.

deck) the rake of the bow (or stem) or stern in the thickness of the deck is to be taken into account. This is done, after having first proceeded as indicated in paragraph 1 and as is shown in Figures 5 and 6, by measuring the thickness of the tonnage deck and determining by means of a hinged rule the angle of the rake which the bow (or stem) or the stern forms with the tonnage deck. Transfer thereafter this angle on to a plane (*e.g.*, a bulkhead or the top of the deck) by drawing the lines *a*, *b*, *c* (see Figure 8), and proceed as stated in the explanatory note.

It should be borne in mind that the condition for applying the method of setting out the angles on the upper side of the tonnage deck is that the stem and the stern have the same angle of rake above and immediately below the tonnage deck. If, for instance, the angle of rake at or immediately below the tonnage deck is a different one, then this last angle must be used.

3. Should a ship as referred to in paragraph 2 have a square bow or stern, it will be necessary to make a correction for camber where such exists. This should be done by increasing the thickness of the deck in Figure 8 by one-third of the round of beam at the extreme point of the tonnage length.

Round of Beam.

ARTICLE 17.

If the round of beam must be known when determining the extreme points of the tonnage length fore or aft, such round of beam is ascertained by stretching a line athwartship, from side to side at the foremost or aftermost point of the tonnage length, at an equal height above the deck on both sides of the ship. The distance from the line to the deck at the sides minus the distance from the line to the deck at the middle plane is the camber desired (see Figure 9).

Interruption in the Tonnage Deck.

ARTICLE 18.

If the tonnage deck is interrupted, within the meaning of Article 9, paragraph 2, for a portion of its length (see Figure 10), tonnage length should be measured on an imaginary line in continuation of the original deck.

In the case shown in Figure 10 it may be advisable to transfer the extreme points of the tonnage length to the top of the superstructures and to measure the length over the latter. As the distance from the under side of the deck which covers the superstructure to the line of continuation is equal to the height of the superstructure, the extreme points of the tonnage length are found by setting down this height. It is necessary, of course, to take into account the frames, the ceiling (if fitted) and the camber, where such exists.

Measurement of the Tonnage Length.

ARTICLE 19.

If, as is generally the case, it is impossible to measure the total tonnage length direct between its extreme points, having determined these and marked them on the tonnage deck, the foremost and aftermost parts of the length from the extreme points to a bulkhead, hatch-coaming, etc., as found practicable, should be measured.

In ships with a normal sheer, the remainder of the length shall be measured by means of a tape laid on the tonnage deck, or by a line stretched as tightly as possible from forward to aft. This length is to be measured between the bulkheads, hatch-coamings, etc., to which the foremost and aftermost parts of the length are measured. The tape is laid, or the line is stretched, clear of all obstacles, parallel to the middle plane of the ship, on or above the tonnage deck or its continuation line. In case a stretched line is used (which must always be done if the sheer is excessive) the line will be stretched horizontally fore and aft. The length of the line is measured by means of measuring rods or tape. The tonnage length is obtained by adding the length of the foremost part, that of the part measured either by the tape or on the line, and that of the aftermost part.

Determination of the Middle Transverse Section.

ARTICLE 20.

The tonnage length having been ascertained, the position of the middle transverse section must be determined. This is done by measuring half of the tonnage length forward from the aftermost point, or aft from the foremost point of the length, in the same way as explained in Article 19. The middle point of the length is marked on the line or on the deck, and its distance from a bulkhead, hatch-coaming, etc., is determined. The work is then checked by measuring the second half of the length from the middle point in the same way. If the end of half of the length coincides with the extreme point of the tonnage length, this length has been accurately measured and the position of the middle transverse section correctly marked off. If the two points do not coincide, it is necessary to re-measure the tonnage length.

As an alternative method, the positions of the various transverse sections, as indicated in Articles 21 and 22, may be determined by setting off upon the deck the common interval from each extreme point of the tonnage length, the position of the middle transverse section being found where such sections coincide amidships.

Transverse Sections.

ARTICLE 21.

The tonnage length is divided into a number of equal parts, as given in the following table:

| Tonnage length | Number of parts |
|---|--------------------|
| 50 feet = 15.24 metres, or less | 4 |
| Above 50 feet = 15.24 metres, but not more than 120 feet = 36.58 metres | 6 |
| Above 120 feet = 36.58 metres, but not more than 180 feet = 54.86 metres | 8 |
| Above 180 feet = 54.86 metres, but not more than 225 feet = 68.58 metres | 10 |
| Above 225 feet = 68.58 metres. | 12 |

The common interval between the sections is ascertained by dividing the tonnage length by the divisor thus determined.

Vertical sections are taken through the points of division, and through the extreme points of the tonnage length, at right angles to the middle plane of the ship. They are numbered 1, 2, 3, etc., in such a manner that No. 1 is the section at the foremost, and the last number is the section at the aftermost point of the tonnage length.

ARTICLE 22.

The position of the middle transverse section, determined on the tonnage deck, is now transferred into the hold perpendicularly to the keel line of the ship, by using the distance from a bulkhead, hatch-coaming, etc., as measured in accordance with Article 20.

By setting out forward and aft from the position of the middle section, as determined in the hold, the common interval between the various sections, the positions of the other sections are determined and marked off on the bottom ceiling, the tunnel, the keelson or whatever may be found suitable. The common interval is set out parallel to the keel line, and in the middle plane of the ship, or parallel to it. The correctness of the positions of the various transverse sections is to be verified by measuring distances to bulkheads, hatch-coaming, etc., and checking such distances on top of the tonnage deck.

When it is not possible to measure a transverse section at its correct position, it should be measured as close thereto as possible.¹ It should be very accurately ascertained how far forward or aft of the correct position the section is being measured, and full particulars as to this should, if necessary, be given in the formulæ of measurement.

¹ It may even be advisable to measure two subsidiary transverse sections situated respectively forward and aft of the correct position (see Article 44).

In ships propelled by machinery, the distance from the machinery bulkhead to the correct position of the nearest section should be ascertained, both as regards the foremost and aftermost bulkheads, and stated on the formulæ of measurement.

ARTICLE 23.

Before commencing the measurement of the transverse sections it is necessary, at the positions where these sections are to be measured, to examine, if the surface to which the tonnage depths are to be taken, whether the top of ordinary floors (transverse or longitudinal), the tank top, or the top of bottom ceiling in a wooden ship, is horizontal athwartship or rises or falls from the middle plane to the wings.¹

ARTICLE 24.

For the purpose of determining the tonnage depths, the round of beam, to be ascertained in conformity with the provisions of Article 17 and as is shown in Figure 9, should be measured for every transverse section.

Definition of Tonnage Depth.

ARTICLE 25.

The tonnage depth of a transverse section is the distance from the under side of the tonnage deck to the top of the main floors or the top of the ordinary double bottom, as defined in Article 26, minus the thickness of the bottom ceiling and one-third of the round of beam, this depth being, if necessary, corrected as indicated in Article 28 in the case of a non-horizontal top of floor or double bottom.²

If a transverse section is situated at a place where the deck is interrupted the depth is the distance from the line of continuation of the tonnage deck to the top of the floor or the double bottom, with the deductions and correction mentioned above.

Main Floors and Top of Double Bottom.

ARTICLE 26.

In determining the main floors of the ship or the top of ordinary double bottom, as referred to in Article 25, the indications given below shall be followed:

¹ For this purpose a line is stretched across the bottom at an equal height at each side. The difference between the height of the line above the bottom at the middle plane and its height above the bottom at the sides is the fall or rise of the bottom.

² Should the tonnage deck beams rise in a straight line from the sides towards the middle plane, the correction for the rise of beam will be one-half instead of one-third of the spring of the beam. Such spring is determined and applied in the same manner as indicated in Articles 24, 25, 30 and 43 for the round of beam.

(a) With regard to the part of the ship situated between the collision bulkhead and the after peak bulkhead:

1. The bottom construction with solid transverse floors on every frame, either with a single or a double bottom, is to be considered as a standard construction, and, whenever such floors are fitted, they shall be regarded as the main floors (see Figures 11 and 12).

2. If a double bottom is fitted, the measurement of the tonnage depth to the tank top is conditional on the double bottom being constructed in conformity with regulations for strength and safety.

3. If a double-bottom tank equivalent to the standard of paragraph 2 is constructed with longitudinal girders, of a depth not exceeding what is strictly necessary for access, on top of ordinary transverse floors, the tonnage depth is to be taken to the tank top (see Figure 13).

4. If the bottom construction consists of solid floors of ordinary depth two or more frame spaces apart, and skeleton floors of same depth on the intermediate frames, such floors constitute the main floors (see Figures 14, 15, 16 and 17).

5. If the bottom construction consists of solid floors of excessive depth two or more frame spaces apart and skeleton floors of same depth on the intermediate frames, the tonnage depth must be measured to the upper edge of the shell frame (see Figures 18 and 19).

6. If the bottom construction consists of floors of different depth, it must be determined whether the higher or the lower floors should be considered as the main floors. As a general indication, it should be noted that the lower floors are to be considered as the main floors: (a) when the higher floors are more than two frame spaces apart, and (b) in all cases where the higher floors are of excessive depth (see Figures 20 and 21).

7. In the case of a bottom construction with longitudinal framing of a uniform depth, the upper edge of the longitudinals should be considered as the top of main floors (see Figure 22).

8. Should the longitudinal system consist of elements of different depth, the same provisions as given in paragraph 6 will apply (see Figures 23 and 24).

9. Mixed constructions of transverse and longitudinal framing are to be compared with the various systems referred to in the preceding paragraphs for the purpose of determining the main floors.

10. Within the meaning of paragraphs 5, 6, 8 and 9 of the present article, a depth shall be deemed "excessive" when it is more than twenty-five per cent in excess of the normal depth provided for by the regulations for strength and safety of ships.¹

¹ Extreme cases will be dealt with on their merits.

11. The thickness of a ceiling, referred to in Article 25, is still to be deducted, even if such ceiling is laid on a double bottom or on floors, to which the tonnage depth, according to the above indications, is not to be measured.

(b) With regard to the parts of the ship situated forward of the collision bulkhead and aft of the after peak bulkhead:

1. If the floors are equal in height or lower than the floors or double bottom immediately contiguous to the collision bulkhead or after peak bulkhead, as the case may be, such floors constitute the main floors (see Figure 25).

2. If the floors are higher than the floors or double bottom immediately contiguous to the collision bulkhead or the after peak bulkhead, as the case may be, the tonnage depth must be measured to an imaginary line drawn parallel to the keel at a level corresponding to the height of such floors or double bottom (see Figures 26 and 27).

Measurement of Tonnage Depth.

ARTICLE 27.

The tonnage depth is to be measured at or close to the middle plane, by means of rods placed perpendicularly to the keel line of the ship, at right angles to a straight line between the extreme points of the deck beam, and in the plane of the transverse section. The depth is to be measured from the top of floor or the top of double bottom, and the thickness of ceiling is to be ascertained. The projecting parts of side keelsons or other projecting constructions for strengthening are not to be regarded as ceiling.

In the case of wooden ships, the depth is measured from the top of the ceiling, provided such ceiling is fitted directly on top of floor (see Figures 28 and 29).

In steel ships, the depth may also be measured from the top of ceiling; but when the under side of the ceiling is at any distance from the top of the floors or from the double bottom — *e.g.*, in the case of grounds — such distance is to be added to the measured depth (see Figure 30).

Corrections to Measured Depth.

ARTICLE 28.

1. In ships with a double bottom where the line of tank-top in way of a transverse section falls from the middle plane to the wings, the depth measured at centre is to be increased by one-half of the fall if the line is straight, and by one-third if it forms a convex curve (see Figure 31).

2. In ships with a double bottom, where the line of tank-top in way of a transverse section rises from the middle plane to the wings, the depth measured at centre is to be decreased by one-half

of the rise if the line is straight, and by one-third if it forms a concave curve (see Figure 32).

3. In ships with a single bottom, where the top line of floor (or of ceiling in the case of wooden ships) falls from the middle plane to the wings, the depth measured at centre is to be increased by one-half of the fall, if the line is straight (see Figure 33), and by one-third if it forms a convex curve, or by two-thirds if it forms a concave curve.

4. In ships with a single bottom, where the top line of floor (or of ceiling in the case of wooden ships) rises from the middle plane to the wings, the depth measured at centre is to be decreased by one-half of the rise, if the line is straight, and by one-third if it forms a concave curve (see Figure 34).

In the case where the line of inside framing forms with the top line of floors an easy continuous curve, no deduction from the depth on account of rise of floor shall be made (see Figure 35).

ARTICLE 29.

1. Should there be any recesses or projections in the double bottom or in the ordinary floors not extending from side to side of the ship, the depth of the transverse section is to be measured from the line of continuation of the tank-top or top of floor (see Figures 36 and 37). The recess or projection is to be measured separately and its cubic capacity respectively included in or excluded from the under-deck tonnage, provided in the latter case that the projection forms an integral part of the bottom construction of the ship.

2. Should a bottom ceiling exist under the hatchways only, no deduction for thickness of ceiling is to be made when ascertaining the tonnage depths of the various transverse sections in way of a hatchway. Such ceiling should, however, be measured separately and its cubic capacity excluded from the under-deck tonnage (see Figure 38).

ARTICLE 30.

When a transverse section is situated in way of a deck opening (*e.g.* hatchway, engine casing, etc.):

(1) The depth may be taken: at the side coaming, adding thereto the round of the beam due to the breadth of the opening; or, alternatively:

(2) The depth at the side of the ship may be determined, adding thereto the total round of beam (see Figure 39). This round of beam is determined as the average of the rounds of beam at the end-coamings of the opening.

After having measured the depth indicated above, the tonnage depth of the transverse section is to be determined by applying the provisions of Article 25.

ARTICLE 31.

Should there be any interruption in the tonnage deck, as indicated in Article 18, the depth of a transverse section situated in way of such an interruption is to be measured to the under side of the deck which continues the tonnage deck at a higher or lower level. Such depth shall be reduced or increased, as the case may be, by the distance from the line of continuation of the tonnage deck to the under side of the deck mentioned above (see Figure 40).

If there exists below the tonnage deck a recessed portion entirely open to the sea, and therefore not liable to inclusion in the gross tonnage (*e.g.*, the slipway in a whaling ship), such portion should be calculated separately and its cubic capacity excluded from the under-deck tonnage.

Number of Breadths.

ARTICLE 32.

The tonnage depth of every transverse section is to be divided into:

- (a) Four equal parts, if the tonnage depth at the middle of the tonnage length does not exceed 16 feet or 4.88 metres;
- (b) Six equal parts, if the tonnage depth at the middle of tonnage length exceeds 16 feet or 4.88 metres.

ARTICLE 33.

When the tonnage depth has been ascertained, the common interval between the breadths is determined by dividing the depth by the divisor indicated in Article 32. The common interval is calculated when using feet with three decimals, without taking account of the fourth decimal, and when using metres, with four decimals, without taking account of the fifth decimal. The points of division are now set off on one of the measuring rods, starting with the lowest point of division and setting off the common intervals from this point. When marking off the lowest point of division, care must be taken that this point is situated at the correct level above the actual lowest point of the tonnage depth.¹

¹ In the case of a ship with a horizontal tank-top athwartship and a ceiling fitted on grounds, the measuring rod should be placed on top of the ceiling. The lowest point of division is now ascertained by setting off the common interval minus the height of grounds.

Measurements of Breadths.

ARTICLE 34.

The breadths of each transverse section are numbered from the top downwards, the upper breadth, at the level of the upper extreme point of the tonnage depth, being No. 1, the lowest breadth No. 5 or No. 7, as the case may be.

The breadths are measured perpendicularly to the middle plane through the points of division and the extreme points of the tonnage depth from ceiling to ceiling, if fitted, and, if not, between the inner edges of the frames. The thickness of the ceiling is also ascertained. The projecting parts of stringers, shelves, or other projecting constructions for strengthening are not to be regarded as ceiling (see Figures 41 and 42).

When spar ceiling in steel ships is not fitted directly against the edge of the frames, it is advisable to measure to the frames, and from the breadth thus obtained deduct the thickness of the ceiling measured horizontally.

Should there be no frame at the place where a breadth is to be taken, such breadth shall be measured to the shell, and the horizontal depth of the nearest frame deducted therefrom at each side.

If it is impossible to measure a breadth at its proper level, it should be measured as close thereto as possible. It should be very accurately ascertained how far above or below the proper level the breadth is being measured, and, if necessary, full particulars as to this should be given in the formulæ of measurement.

When measuring the upper and lowest breadth, the provisions of Articles 37 and 38 are to be observed.

Frames of Different Depths.

ARTICLE 35.

In ships with frames of different depths (see Figures 43 and 44), the breadths are taken to the shallower frames when the deeper frames are fitted more than two frame spaces apart. Should there be a ceiling, its thickness is to be deducted from the breadths thus ascertained, or the breadths are to be measured from ceiling to ceiling, as indicated in Article 34.

The above rule does not apply to ships with longitudinal frames of depths decreasing upwards towards the tonnage deck (see Figure 45). In such a case the provisions of the fourth paragraph of Article 34 are to be applied. Should there, however, be a ceiling, its thickness is to be deducted.

ARTICLE 36.

In the case of ships with side bulges incorporated in the hold of the ship — as, for instance, ships with corrugated sides — the

breadths are to be measured to an assumed line of framing (see Figure 46). If a ceiling is fitted, its thickness is to be deducted from the breadths thus ascertained.

Upper Breadth.

ARTICLE 37.

The upper breadth, situated at the level of the upper extreme point of the tonnage depth, must be measured immediately below the tonnage deck. Should it not be practicable to measure the breadth below the deck, the measurement may also be taken on top of the deck; but in this case it should be ascertained whether the depth of frames below and above the deck is the same and whether the sides of the ship at the level of the deck are vertical. Should the depth of frames above the deck be different from that below the deck, the measured breadth shall be corrected as indicated in Figure 47. Should there be either tumble-home or flaring sides, the measured breadth shall be corrected as indicated in Figure 48.

Lowest Breadth.

ARTICLE 38.

The lowest breadth situated at the level of the lowest extreme point of the tonnage depth must be measured on top of floors, or ceiling if fitted, or on the tank-top, as the case may be, in accordance with the following rules:

1. In ships with a double bottom the top of which is horizontal or falls or rises from the middle plane to the wings, the breadth is to be measured from ceiling to ceiling fitted on the knees connecting the double bottom with the frames (see Figure 49).

Should there be no ceiling on the said knees, the breadth is measured between the points of intersection of the knees with the tank-top (see Figures 50, 51, 52 and 53). If, however, the upper edge of the knees, or of the ceiling thereon, continues in line with the tank-top (see Figure 54), the breadth is to be measured to the inner edge of frames, or of the ceiling thereon if fitted. This last method shall also be used when, in the case of a tank-top extending to the sides of the ship, the knees are not fitted on every frame (see Figure 55).

2. In ships with a single bottom where the top line of floors is horizontal or falls or rises from the middle plane to the wings, the breadth is to be measured between the same points as indicated in paragraph 1 (see Figures 56 and 57).

Should there, however, exist no knees as described in paragraph 1, the breadth is to be measured between those points in

the wings where the top line of floors, or of the ceiling thereon, starts to rise towards the sides of the ship (see Figures 58, 59 and 60).

In case the line of inside framing, or ceiling if fitted, forms an easy continuous curve with the top line of floors, no correction for depth has been made, according to Article 28. The breadth will, in such a case, be nil or relatively small (see Figures 61 and 62). In the case of a wooden ship, the breadth should, in general, be equal to the breadth of the keelson (see Figure 63).

Area of Transverse Sections.

ARTICLE 39.

The areas of transverse sections are calculated by applying Simpson's Rule. Therefore the area of a transverse section is ascertained as follows:

(a) When five breadths are taken, they are to be multiplied:

Breadths Nos. 1 and 5 by 1;
Breadths Nos. 2 and 4 by 4;
Breadth No 3 by 2.

(b) When seven breadths are taken, they are to be multiplied:

Breadths Nos. 1 and 7 by 1;
Breadths Nos. 2, 4 and 6 by 4;
Breadths Nos. 3 and 5 by 2.

The sum of the products thus obtained is multiplied by one-third of the common interval between the breadths, and this last product is the area of the section.

ARTICLE 40.

When it is not possible to measure a section at its correct position, it is measured as near to it as possible. The area of the correct section shall be determined by using the diagram of control curves indicated in Article 44.

Cubic Capacity of the Space below the Tonnage Deck.

ARTICLE 41.

Having calculated the area of each transverse section, the cubic capacity of the space below the tonnage deck is ascertained as follows:

The areas of the first and last transverse sections are multiplied by 1.

The areas of even-numbered transverse sections are multiplied by 4.

The areas of odd-numbered transverse sections (other than first and last) are multiplied by 2.

The sum of these products is to be multiplied by one-third of the common interval between the transverse sections. This last product gives the cubic capacity of the space below the tonnage deck in cubic feet or in cubic metres. The under-deck tonnage in register tons is obtained by dividing the number of cubic feet by 100 or by dividing the number of cubic metres by 2.83.

After having calculated the cubic capacity of the space below the tonnage deck, the cubic capacity of the spaces referred to in Article 29 or Article 31, paragraph 2, will be added thereto or deducted therefrom, as the case may be, and the remainder will constitute the under-deck tonnage of the ship.

Breaks in the Double Bottom or abrupt Change in the Depth of Floors.

ARTICLE 42.

Should there be a break or breaks in the double bottom, the space below the tonnage deck is to be measured in parts. Each part is to be measured as if it were a separate ship of a tonnage length equal to the length of the part; and, therefore, the length of each part should be divided as stated in Article 21, with the exception that, if the length is not more than 30 feet or 9.14 metres, it is only divided into two.

Within the meaning of this article, the word "break" shall apply to cases (a) where there is an abrupt change in the depth of the double bottom, and (b) where at the end of a partial double bottom the adjoining floors are of a depth different from that of the double bottom. The latter provision shall not apply to floors in peaks if such floors are deeper than the adjoining part of the double bottom (see Figures 64, 65, 66 and 67).

At the ends and at the points of division of each portion, transverse sections are measured, the tonnage depth measured at the middle of the tonnage length of the ship being the factor which determines if the other tonnage depths are to be divided into four or six equal parts, in accordance with Article 32.

The area of each transverse section and the cubic capacity of each part of the space below the tonnage deck are to be calculated in accordance with the rules given in Articles 39, 40 and 41, and the sum of the different parts will constitute the under-deck tonnage of the ship.

The procedure set forth in the first paragraph of the present article shall, subject to the provision of the last sentence of the second paragraph, also apply in the case of an abrupt change in the depth of floors in a ship with single bottom.

ARTICLE 43.

In ships with a deck below the tonnage deck, the measuring of the transverse sections must be executed partly below and partly above the lowest deck. This is done in the following way:

The positions of the transverse sections are marked on the lowest deck, after which the distance from the top of this deck to

the under side of the tonnage deck at the middle plane at each transverse section is measured, and the thickness of the lowest deck is ascertained.

The positions of the transverse sections are then determined below the lowest deck and the depths from the under side of the lowest deck are measured. The sum of the depth taken in the lower hold, the thickness of the lowest deck and the depth taken in the upper hold, after applying the necessary corrections (see Article 25), constitutes the total tonnage depth. This depth is divided in the usual way in order to ascertain the points of division at which the breadths are taken.

The breadths are then measured in the lower hold, after which the breadths above the lowest deck should be taken. The positions of the latter breadths are determined by first marking off the correct position of the upper breadth.

Control Curves.

ARTICLE 44.

The dimensions measured on board shall be checked by means of a diagram of control curves made, for instance, as indicated below (see Figure 68).

This diagram shall in any case show such details as are necessary for calculating the under-deck tonnage.

1. The tonnage length shall be set off, drawn to scale, on a horizontal line AB. The points of division of this length numbered from fore to aft shall be marked. At each point of division a line at right angles shall be drawn on which, on a suitable scale, there shall be set off the tonnage depth of the corresponding transverse section. The uppermost points of those depths are then connected by a curved line formed by a batten. The curved line *cd* thus obtained is approximately equivalent to the sheer of the deck, if the top of double bottom or top line of ordinary floors is horizontal in the longitudinal direction. Should this curved line be regular and continuous, the various tonnage depths may be regarded as being accurate.

The points of division of each depth shall be set off on each of the lines perpendicular to AB, on which the depths have been marked off. Horizontal lines shall be drawn through the points of division and on these lines half the breadths measured at the corresponding points of division shall be set off on the adopted scale.

If the measurements have been taken accurately, the extreme points of the half-breadths will be connected by a regular curve; if this is not the case, the irregularities of the curve will show irregularities in the measurements.

2. (a) In cases where the lowest points of the tonnage depths of the various transverse sections are situated on a straight line or on a regular continuous curve, longitudinal curves of breadths of the same number will be drawn in the following way: starting from the base *xy*, distances equal to the half-breadths of the trans-

verse sections are set off on vertical lines corresponding to those sections.

If it is possible to connect the points corresponding to the breadths of the same numbers by lines forming regular curves, the accuracy of the measurements will be guaranteed.

(b) In cases where the lowest points of the tonnage depths of the various transverse sections are situated on a broken line, longitudinal curves situated in horizontal planes (water-lines) are drawn in the following way: a certain number of horizontal planes at an equal distance from each other (*e.g.*, seven numbered from I to VII) shall be taken parallel to the line AB.

To avoid confusion with the breadths of the transverse sections, these planes are only shown in the example (Figure 68) in the foremost and aftermost portions.

Each horizontal section thus determined meets the transverse sections at points which can easily be found. For half-sections 3 and 7 they intersect respectively at points h, i, j, k, l, m and n, and h', i', j', k', l', m' and n'. The next step is to determine the distance hg, ig, jg ng, h'g', i'g', j'g' n'g' — *i.e.*, the respective distances between each of the points h, i, j n, and h', i', j' n' and the middle lines of sections 3 and 7. These distances shall be set off in a horizontal plane starting, from a base *xy* parallel to AB, on lines at right angles to this base, corresponding to the various transverse sections; h, i, j, k, l, m and n, and h', i', j', k', l', m' and n', which are the extreme points of the distance set off, are thus obtained.

The same shall be done in the case of the other sections.

By joining the corresponding points h, i, j n and h', i', j' n', the curves representing the horizontal sections I, II, III VII are obtained. If the measurement is accurate, the curves will be regular.

3. On the vertical lines drawn at the points of division of the length, distances in proportion to the area of the sections should be set off to scale. The fact that the curve formed by the extreme points of these distances is regular will give an indication that the areas have been accurately measured and calculated. Errors will be shown by corresponding irregularities in the line of the curve.

4. The diagram of control curves not only provides an indispensable method of checking measurements and calculation; it also makes it possible, if necessary, to reconstitute a transverse section, the measurement of which has been prevented by material obstacles.

In such cases, at the time of measurement, it is advisable to take two subsidiary transverse sections situated respectively forward and aft of the inaccessible section and as near as possible to it (see Article 22). These two subsidiary sections, together with the regular sections which it has been possible to determine, assist in the finding of the curves of the breadths of the same number, or the curves of the horizontal sections, as the case may be.

On the vertical line passing through the point of division of the non-measured transverse section shall be taken the distances between the horizontal line representing the middle plane of the ship and the intersections of the vertical line with the curves (see lower part of Figure 68).

Such procedure may be followed both in the cases mentioned under 2 (a) and under 2 (b) of this article, and will make it easy to establish the transverse section. If the method of using the curves of the breadths of the same number has been followed, the distances obtained will correspond to one-half of the real breadths of the section.

Cubic Capacity of Double-Bottom Tanks.

ARTICLE 45.

The cubic capacity of each double-bottom tank, which must be known when determining the maximum allowance for water-ballast spaces (see Article 70), is ascertained as indicated below:

If the length of the tank does not exceed 50 feet or 15.25 metres, three breadths and three heights are taken, but if it exceeds 50 feet or 15.24 metres, the number of breadths and heights to be taken will be five.

The length of each tank is measured between the floors at the ends of the tank. At the points of division of the length and at its ends the heights are then measured at a distance of one-quarter of the tank-top breadth from the middle plane. The breadth is measured at each section where a height has been taken, at the middle of the height. If a tank is of an irregular shape, it must be measured in parts.

All measurements shall be taken to the shell, the margin plates, and the under side of the tank-top, regardless of stiffeners, or shell and side frames (see Figures 69, 70, 71 and 72).

The cubic capacity of each tank is determined in the following way:

The sum of the two end breadths plus four times the middle breadth in the case of three breadths, or the sum of the two end breadths plus four times the even breadths, plus twice the middle breadth in the case of five breadths, is multiplied by one-third of the common interval between the breadths. The area so obtained is multiplied by the mean height (*i.e.*, the arithmetic mean of the various heights measured), and 95 per cent of this last product gives the cubic capacity of the tank in cubic feet or in cubic metres. The capacity in register tons is obtained by dividing the number of cubic feet by 100 or by dividing the number of cubic metres by 2.83.

The cubic capacity in register tons or in cubic metres of each double-bottom tank or each separate compartment of the double-bottom should be noted on the tonnage certificate.

The cubic capacity of any space in a double bottom not available for the carriage of water ballast, stores, fuel oil or cargo is not to be included in the cubic capacity of the double-bottom tanks.

'Tween-Deck Spaces.

ARTICLE 46.

The spaces situated between the tonnage deck and the upper deck, and which are hereinafter designated as 'tween-deck spaces, shall be measured and included in the gross tonnage. Each 'tween-deck space is measured between two successive decks.

ARTICLE 47.

The provisions of Articles 11, 12 and 13 shall apply *mutatis mutandis* to the measurement of 'tween-deck spaces.

Methods for the Measurement of 'Tween-deck Spaces.

ARTICLE 48.

The measurement of a 'tween-deck space shall be carried out according to one of the methods indicated hereafter.

Method 1. — (a) The length of the space is measured in two parts. Length 1 is taken in the middle plane, at the middle of the height fore and aft, from the ceiling or the frames, as the case may be, at the stem, to the foreside of the stern post. Length 2 is taken in the middle plane, at the middle of the height, from the foreside of the stern post to the inner edge of the stern frame, or of the ceiling thereon (see Figure 73).

(b) Length 1 shall be divided into a number of equal parts in conformity with the provisions of Article 21, and length 2 shall be divided into four equal parts. At the extreme points of both lengths and at their various points of division the inside breadths are then measured at the middle of the height, and in conformity with the provisions of Articles 34, 35 and 36. In most cases the breadth at the stem and the breadth at the after extreme point of length 2 will be equal to nil.

(c) The height shall be measured in the middle plane at each point of division. Should there, however, exist a difference in the round of beam of the two decks between which the space is to be measured, the height shall be measured at one-fourth of the corresponding breadth. The heights shall be measured from the upper side of the lower deck (or from the upper side of the permanent deck covering, such as deck-planking, concrete, rubber, etc., thereon) to the under side of the deck overhead. Should there exist a panelling or similar covering at the underside of this deck, the heights shall be taken through such panelling or covering.

Method 2. — (a) The whole length¹ of the space in the middle plane, at the middle of the height, will be ascertained between the same points at the stem and stern as indicated under Method 1.

(b) The whole length shall be divided into a number of equal parts in conformity with the provisions of Article 21, and the last two common intervals shall each be divided into two equal parts. The breadth shall then be measured at the extreme point forward of the whole length, at its points of division, and also at the points of division of the last two common intervals. Each breadth is to be measured at the middle of the height and in conformity with the provisions of Articles 34, 35 and 36.

(c) The height shall be measured at each point of division of the whole length. In ascertaining such heights, the prescriptions given under Method 1 (c) shall apply.

Method 3 (Special Cases). — (a) In square-sterned ships, where the aftermost breadth can be measured at the extreme point aft of the whole length of the 'tween-deck space, and in ships with a 'tween deck space the after part of which has a shape similar to that of its fore part (see Figure 74), no special measurement of the after part is required. In the latter case the breadth at the extreme point aft of the whole length will be nil or almost nil.

(b) Once the whole length has been measured and divided, as indicated in Article 21, the breadths shall be measured at each point of division and also at the extreme points of the whole length. Such breadths shall be measured at the middle of the height and in conformity with the provisions of Articles 34, 35 and 36.

(c) The heights shall be measured at each point of division of the whole length. In ascertaining such heights, the prescriptions given under Method 1 (c) shall apply.

Cubic Capacity of a 'Tween-deck Space.

ARTICLE 49.

The cubic capacity of a 'tween-deck space is determined as follows:

1. In case Method 1, mentioned in Article 48, has been used, the breadths of the fore part of the space are numbered, No. 1 being at the stem, and the last number at the fore side of the stern post. The first and last-numbered breadths are then multiplied by one; the other odd-numbered breadths by two, and the even-

¹ Once the tonnage length has been ascertained, the whole length of the 'tween-deck space will easily be found by adding to or deducting from the tonnage length, as the case may be, the length of the horizontal distance, measured in the middle plane, between the extreme points of the tonnage length and the points at the stem and stern, mentioned above (see Figure 73).

numbered breadths by four. The sum of these products shall be multiplied by one-third of the common interval between the breadths, after which the areas thus obtained are multiplied by the mean height (*i.e.* — the arithmetic mean of the heights measured at each point of division of length 1, not taking into account the heights at the fore and aft extreme points of this length). This last product gives the cubic capacity of the fore part of the space in cubic feet or in cubic metres. The provisions of Article 41 shall apply with regard to the conversion into register tons.

The breadths of the after part of the space are then numbered, No. 1 being the breadth at the fore side of the stern post and No. 5 the breadth at the after extreme point of length 2. The sum of the first and last breadths, plus four times the second and fourth breadths, and plus twice the middle breadth shall be multiplied by one third of the common interval between the breadths. The area thus obtained shall then be multiplied by the mean height, as defined above, and this last product gives the cubic capacity of the after part of the 'tween-deck space in cubic feet or in cubic metres.

The sum of the cubic capacity of the fore and after part constitutes the cubic capacity of the whole 'tween-deck space.

2. In case Method 2, mentioned in Article 48, has been used, the breadths of the whole space shall be numbered from fore to aft, No. 1 being the breadth at the stem. The cubic capacity of the whole 'tween-deck space is ascertained as indicated in the first explanatory note to Figure 75.

As an alternative method, it is also possible to calculate the aftermost breadth by determining the area extending aft of the penultimate point of division of the whole length by means of a planimetre as shown in Figure 75. Once the correct aftermost breadth has thus been determined, the cubic capacity of the whole 'tween-deck space is ascertained as indicated in the second explanatory note to Figure 75.

3. In case Method 3, mentioned in Article 48, has been used, the breadths shall be numbered in the usual way from fore to aft. The cubic capacity of the whole space is then ascertained by applying the provisions given in paragraph 1 of the present article for the determination of the cubic capacity of the fore part of a 'tween-deck space.

Superstructures.

ARTICLE 50.

The spaces of a permanent character situated on or above the upper deck, and which are hereinafter designated as superstructures, shall be measured and, subject to the conditions laid down in Article 51 and to the exceptions provided for in Article 58, shall be included in the gross tonnage.

ARTICLE 51.

Subject to the exceptions provided for in Article 57, any closed superstructure (*e.g.*, forecastle, poop, bridge, deck-houses, etc.) available for cargo or stores or for the berthing or accommodation of passengers or crew shall be included in the gross tonnage.

Spaces which, in accordance with the provisions of Article 58, are deemed to be open spaces, if available, fitted and used for the berthing or accommodation of passengers or crew, shall be included in the gross tonnage. With regard to the inclusion in the gross tonnage of spaces partially used for crew or passengers, see Figure 76.

If the enclosures (coverings, bulkheads, etc.) of a superstructure are constructed in such a way¹ that doubt may arise whether such superstructure should be considered to be of a permanent character, a sketch of the superstructure, with detailed description of its construction, shall be attached to the formulæ of measurement.

ARTICLE 52.

The provisions of Articles 11, 12 and 13 shall apply *mutatis mutandis* to the measurement of superstructures.

Measurement of Superstructures.

ARTICLE 53.

The measurement of superstructures shall be carried out tier by tier in the following manner:

1. The inside lengths and breadths shall be taken to the inner edges of the frames, or of the normally spaced stiffeners of the bulkheads, or to the linings if fitted, and the heights from the upper side of the lower deck (or from the upper side of the permanent deck covering, such as deck-planking, concrete, rubber, etc., thereon) to the under side of the deck. Should there exist any panelling or similar covering at the under side of this deck, the heights shall be taken through such panelling or covering.

Should there be some doubt as to whether the spacing between the bulkhead stiffeners is to be considered as normal, the depth of such stiffeners and the spacing shall be indicated on the formulæ of measurement, together with a detailed description as to how the measurements have been taken.

If different thicknesses of deck covering exist in parts of a superstructure, the excess in thickness is neglected if the surface of the deck covered by a layer of greater thickness is small in comparison with the whole surface. In other cases, an average thickness of deck covering is taken.

¹ *e.g.*, by jamming or wedging.

2. The provisions of Article 48 relating to 'tween-deck spaces shall apply to the measurement of a poop or break extending right aft to the stern, subject to the special conditions mentioned hereafter:

Length in the case of application of Method 1, or the whole length in case of application of Methods 2, or 3, shall be divided into a number of equal parts in conformity with the following table:

| Length | Number of parts |
|--|--------------------|
| 50 feet = 15.24 metres, or less | 2 |
| Above 50 feet = 15.24 metres, but not more than 225 feet = 68.58 metres | 4 |
| Above 225 feet = 68.58 metres. | 6 |

If length 1, or the whole length, has been divided into two equal parts only, the heights shall be measured also at the extreme points of these lengths.

3. The length of other superstructures (*e.g.*, forecastle, bridge, etc.) shall also be divided into a number of equal parts in conformity with the above table. The length of a forecastle is to be measured from the same point at the stem as indicated in Article 48, Method 1, for the measurement of 'tween-deck spaces.

The breadths shall be measured at each point of division and at the extreme points of the length in conformity with the relevant provisions of Article 48 and of paragraph 1 of the present article.

If the length has been divided into two equal parts only, the heights shall be measured also at the extreme points of the length, and, for the remainder, the relevant provisions of Article 48 and of paragraph 1 of the present Article shall apply.

4. In the case of a superstructure not extending from side to side (*e.g.*, deck-houses, etc.), the bulkheads of which form exactly or approximately a rectangle, it will be sufficient to measure one breadth at the middle of the length.

In such a case the way in which the height shall be measured will depend upon the situation of the superstructure and on the difference in round of beam of the decks overhead and underneath (see Figure 77).

5. If a superstructure is irregular in shape, it shall be measured in parts.

Cubic Capacity of a Superstructure.

ARTICLE 54.

The cubic capacity of a superstructure is determined as follows:

1. The breadths having been numbered from fore to aft, the provisions of Article 49 relating to the determination of the cubic

capacity of 'tween-deck spaces shall apply for the purpose of ascertaining the cubic capacity of a superstructure. Should the length, however, have only been divided into two equal parts, the sum of the two end breadths, plus four times the middle breadth, shall be multiplied by one-third of the common interval between the breadths. The area so obtained is multiplied by the mean height (*i.e.*, in this case the arithmetic mean of the three measured heights) and this last product gives the cubic capacity of the superstructure in cubic feet or in cubic metres.

2. In the case of the superstructures referred to in Article 53, paragraph 4, the length is multiplied by the breadth, and the area thus obtained is multiplied by the arithmetic mean of the measured heights. This last product gives the cubic capacity of the superstructure in cubic feet or in cubic metres.

Hatchways.

ARTICLE 55.

The cubic capacity of a hatchway is obtained by multiplying the inside length by the mean inside breadth, and the product by the mean height (*i.e.*, the arithmetic mean of the heights measured from the under side of the deck to the under side of the hatch covers).

If the aggregate cubic capacity of the hatchways exceeds one-half per cent of the portion of the gross tonnage consisting of the under-deck tonnage, the 'tween-deck spaces, the non-exempted superstructures and such light and air spaces for the machinery space as may be included, the excess shall be incorporated in the gross tonnage.

ARTICLE 56.

The aggregate cubic capacity of the hatchways shall consist of the sum of the cubic capacity of all hatchways leading to spaces which are included in the gross tonnage. Therefore a hatchway leading to an exempted space, as defined in Articles 57 and 58, shall not be reckoned in this aggregate. The cubic capacity of a hatchway, however, situated within an open space but leading to a space included in the gross tonnage, shall form part of the said aggregate cubic capacity.

Hatchways leading to spaces which are not included in the gross tonnage shall nevertheless be measured, and their dimensions be stated on the formulæ of measurement.

The portion of a closed-in trunk (*e.g.*, coal-shoot) situated within the boundaries of a superstructure shall be treated as a closed superstructure and therefore included in the gross tonnage (see Figure 78), except where the said trunk leads to an exempted space (see Figure 79).

*Closed Superstructures exempted
from Inclusion in Gross Tonnage.*

ARTICLE 57.

The following spaces situated on or above the upper deck shall not be included in the gross tonnage, provided that they are solely appropriated to, adapted and used entirely for the purposes mentioned:

1. Spaces which may be regarded as forming part of the propelling machinery space, or as serving for the admission of light and air thereto. The provisions of Article 74 shall apply with regard to the treatment of such spaces.

2. Spaces fitted with any sort of machinery, not forming part of the propelling machinery. Within the meaning of the present Article the following shall be regarded as machinery: anchor gear, chain locker, steering gear, pumps, refrigerating apparatus and distilling plant, lifts, laundry machinery, boilers and machinery for the preparation of whale oil, fish oil or guano, dynamos, storage batteries, fire-extinguishing apparatus, etc. The same provision shall apply with regard to such donkey boilers which, in accordance with Articles 78 and 79, are not to be regarded as forming part of the propelling machinery.

3. The space for sheltering the man or men at the wheel (wheel-house). If a space is used partly as a wheel-house and partly as a chart-room, the portion of it that is used as a wheel-house shall be exempted from inclusion in gross tonnage.

4. Spaces serving as galleys or bakeries fitted with ranges or ovens, without regard to the category of persons which these spaces serve.

5. Spaces such as skylights, domes and trunks, affording ventilation and light to spaces thereunder. None of the space below the roof or covering of a superstructure shall, however, be exempted from inclusion in the gross tonnage, except when there is an opening left in the floor of the superstructure under the skylight, dome or trunk to give ventilation and light to spaces below such floor (see Figures 80 and 81).

6. Spaces such as companions and booby-hatches serving as a protection for companion-ways, stairways or ladderways leading to spaces below. Should a companion-way not bulkheaded off be situated within a space used for other purposes, such as a smoking-room, only the portion of the space directly above the companion-way shall be exempted. Companion-ways (stairways or ladderways) directly situated below companions or booby-hatches shall also be exempted from inclusion in gross tonnage (see Figures 82, 83, 84, 85 and 86).

7. Spaces occupied by water-closets, privies and urinals for officers, crew and passengers. No exemption shall, however, be

granted for such spaces for the use of which a special charge is levied from passengers, nor shall such spaces be exempted from inclusion in gross tonnage when they form part of passengers' suites.

In cases where water-closets and urinals are combined with a lavatory in the same place, the space occupied by the lavatory shall not be exempted, unless its size is small as compared with the space occupied by the water-closets and urinals (see Figure 87).

The exemption of the spaces referred to in items 2 to 6 shall depend on the condition that such spaces are no larger than required for their purpose.

All the spaces enumerated in the present article shall be measured and entered on the formulæ of measurement under a separate heading. The measurements shall be taken externally, except where such space has part of the shell or of a bulkhead in common with a superstructure of which it forms part, in which event the length and breadth should be measured to the same surface, as in the case of the superstructure (see Figures 88 and 89). For the rest, the relevant provisions of Articles 53 and 54 shall apply as regards the measurements and the calculation of the cubic capacity.

If such spaces are situated within a superstructure, it will in general be most practical to measure first the whole superstructure and then separately the said spaces which are not to be included in the gross tonnage (see Figure 84). The cubic capacity of the said spaces shall be subtracted from the cubic capacity of the whole superstructure, and the remainder shall be included in the gross tonnage.

In cases in which, in conformity with the prescriptions of the present article, it has been found necessary to reduce the space to be exempted, on account of such space being unreasonably large or available for other purposes than those mentioned under 2 to 6 inclusive, the exemption will be limited to the space strictly necessary for the purpose — for instance, in the case of machinery it will be limited to the space strictly occupied by such machinery and necessary for its working. As a general rule, however, the full height of the space may be taken into account. Should the exemption have been limited, the limited measurements, as well as the measurements of the whole space, shall be stated on the formulæ of measurement.

*Open Spaces exempted from
Inclusion in Gross Tonnage.*

ARTICLE 58.

As an exception to the general rule laid down in Article 50, but subject to the conditions of Article 51, the space situated between the upper deck and the shelter deck — commonly called "shelter-deck space" — and other superstructures shall be

exempted from inclusion in gross tonnage when they are deemed to be open spaces, in conformity with the following provisions:

I. A space shall be considered "open" for the purpose of tonnage measurement if a bulkhead or covering consists of expanded metal or similar grating or of planks with intervals from each other of more than 0.25 foot or 0.076 metre, in the case of a bulkhead, or than 0.08 foot or 0.025 metre, in the case of a covering.

II. (a) *Openings in Decks or Coverings.* — 1. A space shall be considered to be open for the purpose of tonnage measurement when there is an opening in the centre of the deck or covering above such space. The length of this opening shall not be less than 4 feet, or 1.219 metre, and the breadth shall be at least equal to that of the nearest cargo hatch on the same deck or covering, but in no case should the clear surface of the opening be less than 64 square feet, or 5 946 square metres.

2. If exemption from inclusion in gross tonnage is claimed for a shelter-deck space or part of it, the distance between the aft side (after coaming) of the deck opening and the aft side of the stern post shall not be less than one-twentieth of the identification length of the ship when the opening is situated aft; or the distance between the fore side (fore coaming) of the deck opening and the fore side of the stem shall not be less than one-fifth of this length if the opening is situated forward.

3. If coamings are fitted, their mean height above the deck or covering shall not exceed 1 foot, or 0.305 metre. Guard-rails, stanchions or sockets around the opening shall be fitted in such a way as to prevent any battening down of the opening; if coamings exist, the stanchions or sockets shall be riveted to the upper edge of the coamings. Only portable wooden covers are allowed, and it is permissible to hold such covers in place by lashings beneath of cordage (not steel wires) of hemp or similar material (see Figure 90).

4. Tonnage openings in the deck shall not be enclosed within a superstructure, open or otherwise (see Figure 91).

(b) *Openings in the Sides of the Ship or in the Side Bulkheads of a Superstructure.* — 1. A space shall be considered to be open for the purpose of tonnage measurement when there are one or more openings on both sides in the shell or in the side bulkhead of a superstructure. When there is only one opening at each side, its length shall not be less than 20 feet, or 6.096 metres, and its height shall not be less than 3 feet, or 0.914 metre. When there is more than one opening in each side, the length of each opening shall not be less than 10 feet, or 3.048 metres, and the height shall not be less than 3 feet, or 0.914 metre, and, moreover, in such a case, the area of the side openings on each side shall not be less than 90 square feet, or 8.361 square metres (see Figures 92 and 93).

2. Should there be a well between closed thwartship bulkheads, the openings in the shell or in the side bulkheads shall have a length of 20 feet, or 6.096 metres, if possible, and in no case less than three-fourths of the average length between the thwartship bulkheads, and the area of the opening on each side shall be at least 60 square feet, or 5.574 square metres.

3. All side openings shall be in corresponding positions on both sides of the ship or of the superstructure; they shall not be fitted with any means of closing whatsoever. The only means allowed for closing side openings are shifting boards, fitted in channel-bars riveted to the shell or to the side bulkheads. Neither the shell or bulkheads at the openings, nor the channel-bars, nor the frames crossing the openings are to be provided with holes, hinges, eye-bolts, cleats or any other means which may serve in permanently closing or battening down the openings.

4. Side openings shall not be enclosed by bulkheads or otherwise.

(c) *Openings in Thwartship Bulkheads.* — 1. A space shall be considered to be open, for the purpose of tonnage measurement:

(i) When there are, in one of the end bulkheads, two tonnage openings, one on each side of the middle plane. If coamings are fitted, their minimum height shall not exceed 2 feet, or 0.610 metre. The height of opening shall in no case be less than 4 feet, or 1.219 metre, and the breadth shall be at least 3 feet, or 0.914 metre;

(ii) When there is, on one of the end bulkheads, one single tonnage opening of at least 5 feet or 1.524 metre in height and 4 feet or 1.219 metre in breadth, provided that the opening is situated as near as is practicable to the middle plane of the space concerned or of the ship if the space extends from side to side (see Figures 94, 95 and 96).

2. The openings may only be closed either by shifting-boards fitted in channel-bars, the latter being riveted to the bulkheads or by loose plates held in place by hook bolts or by bolts on loose strongbacks, the bolts not passing through the bulkhead. The bulkheads or the channel-bars at the openings must not be provided with holes, hinges, eye-bolts, cleats or any other means which may serve in permanently closing or battening down the openings.

3. If the space is subdivided by bulkheads, such bulkheads shall have openings of the same dimensions as indicated hereabove, but no coamings are allowed to any tonnage opening in an intermediate bulkhead¹ (see Figure 97).

¹ Thwartship bulkheads delimiting a space situated immediately underneath a deck-opening or between two side-openings shall not be considered as intermediate bulkheads but as end bulkheads, and therefore coamings to tonnage openings in such bulkheads are allowed (see Figure 90).

4. Where exemption of any superstructure depends on the existence of a tonnage opening or openings in the boundary bulkhead, there shall not exist in this bulkhead any other means of access to the exempted space (see Figure 98).

5. Spaces which are entirely open from deck to deck with no means of closing shall be exempted, provided the breadth of such spaces is at least 3 feet, or 0.914 metre (see Figure 99).

(d) *General Provisions.* — 1. All tonnage openings on account of which exemption from inclusion in gross tonnage is claimed shall be so situated as to be open to weather and sea.

2. The dimensions of tonnage openings indicated above serve to determine the clear minimum area of an opening; therefore, the minimum length shall exist over the total minimum breadth (see Figure 100) or the minimum height over the total minimum length (see Figures 92 and 93).

3. In ascertaining the dimensions of tonnage openings, the projection or bars, stanchions, sockets or similar fittings shall be taken into account as reducing the clear area of such openings. In the case of side openings, however, shell flanges of frame angles may encroach on the free surface of the openings (see Figures 92 and 93).

ARTICLE 59.

Open superstructures and open shelter-deck spaces, as defined in Article 58, shall always be measured and entered on the formulæ of measurement with an exact description indicating the dimensions of the openings. The measurement shall be carried out in accordance with the provisions of Article 48¹ or 53, as the case may be.

The calculation will be carried out as indicated in Articles 49 and 54.

Should there be superstructures within an open space (see Figure 90) liable to inclusion in gross tonnage, or hatchways, or spaces as referred to in Article 57, or spaces that may be regarded as forming part of the propelling machinery space (casings, etc.), all such spaces shall be measured separately and entered on the formulæ of measurement. Each of these spaces shall be treated, with regard to its inclusion or non-inclusion in gross tonnage, as indicated in the relevant articles.

The dimensions and the cubic capacity of each open space, as defined in Article 58, shall be stated on the tonnage certificate

¹ In general, a shelter-deck space will not be open from stem to stern. In most cases there will be a closed bulkhead forward and a closed bulkhead aft (see Figure 90); therefore, the provisions of Article 48 will only be applicable in very rare cases.

under a special heading. From this cubic capacity shall be subtracted the cubic capacity of such spaces situated within the open space as are indicated in the preceding paragraph, and the difference constitutes the net cubic capacity of the open spaces concerned. In cases where there is an important difference between the internal and external dimensions of a closed space situated within an open space (*e.g.*, an insulated provision room), the external dimensions shall be used in applying the above rule.

The following example, which refers to Figure 101, indicates in what manner the cubic capacity of the open part of a shelter-deck space is to be entered on the tonnage certificate:

Open Part of a Shelter-deck Space.

Total cubic capacity:

$$\begin{aligned}
 H &= 8 \text{ ft. (2.44 m.); } L = 360 \text{ ft. (109.8 m.);} \\
 B &= \left\{ \begin{array}{l} 34 \text{ ft. (10.36 m.)} \\ 48 \text{ ft. (14.63 m.)} \\ 56 \text{ ft. (17.07 m.)} \\ 56 \text{ ft. (17.07 m.)} \\ 53 \text{ ft. (16.15 m.)} \\ 50 \text{ ft. (15.24 m.)} \end{array} \right\} = 1,497.60 \text{ tons (4,238.21 m}^3)
 \end{aligned}$$

Less superstructure (n),
hatchways (o) and engine casing 150 tons (424.50 m³).

Net cubic capacity 1,347.60 tons (3,813.71 m³).

Open Well.

$$\begin{aligned}
 H &= 8 \text{ ft. (2.44 m.); } L = 6 \text{ ft. (1.83 m.);} \\
 B &= \left\{ \begin{array}{l} 50 \text{ ft. (15.24 m.)} \\ 49.5 \text{ ft. (15.09 m.)} \\ 49 \text{ ft. (14.93 m.)} \end{array} \right\} = 23.76 \text{ tons (67.24 m}^3).
 \end{aligned}$$

Shelter for Deck Passengers.

ARTICLE 60.

Notwithstanding the provisions of the first paragraph of Article 51, closed superstructures exclusively used for the shelter, without extra charge, of deck passengers in ships employed on short voyages may be exempted from inclusion in the gross tonnage, on decision of the central tonnage measurement authority concerned.¹

¹ It is to be noted that the following conditions should be fulfilled: There shall be a separate space for female passengers and the crew should have no access to a shelter for deck passengers except in cases of emergency. The spaces shall be provided with water-closets, but no other accommodation than for seating shall be fitted, and no provision is to be made for serving meals or refreshments in such spaces.

The application for exemption shall be accompanied by a scale-drawing, showing the space or spaces and indicating the water-closets and other accommodations (if any). On the drawing shall also be indicated the possible connections (doors, staircases, etc.) between the said space or spaces and other parts of the ship.

The measurement and calculation shall be carried out as indicated in Articles 53 and 54, and the cubic capacity (excluding water-closets, which have already been exempted in accordance with Article 57) shall be stated under a special heading in the tonnage certificate.

PART IV.

MEASUREMENT AND CALCULATION OF DEDUCTIONS UNDER RULE I.

Master's Spaces.

ARTICLE 61.

Any space appropriated to and used exclusively for the accommodation of the master shall be deducted from the gross tonnage, to the extent of what is considered as reasonable.

The deductible master's spaces must conform with the national regulations as to the accommodation of master and crew, and, before deduction will be granted for such spaces, they must be certified as for the exclusive use of the master.

The deductible master's spaces may include a sleeping-room, with a living-room adjacent¹ thereto and a bathroom. In case the master's quarters are not adjacent to the wheel-house or chartroom, a master's watchroom, if existing adjacent to the wheel-house or chartroom, may also be included in the deductible spaces.

Crew Spaces.

ARTICLE 62.

Any space occupied by the crew and appropriated exclusively to their use shall be deducted from the gross tonnage.

The expression "crew" shall include every person (except master and pilots) employed or engaged in any capacity on board the ship during her intended voyage. In a pilot-ship, only the pilots required for the ordinary navigation of the pilot-ship may be regarded as members of the crew.

The rule given in the second paragraph of Article 61 shall also apply to the deductible crew spaces.

The deductible crew spaces may consist of sleeping-rooms, mess-rooms, bathrooms, washing-places, wardrobe, drying-rooms, smoke-rooms, recreation-rooms, libraries, hospitals, etc.

The chief engineer's and chief officer's office or living-room adjacent¹ to their sleeping-room may be deducted provided no berth is fitted therein. Offices for other officers, pursers and stewards shall not be deducted, nor the doctor's consulting-room on a passenger-ship.

¹ The expression "adjacent" is meant to apply also to rooms separated by a passage-way.

*Combined Master's and Crew Spaces
and Passage-ways.*

ARTICLE 63.

Pantries, galleys, bakeries, spaces occupied by drinking-water filtration or distilling plant, and water-closets, privies and urinals for the exclusive use of the master and crew shall be deducted, if such spaces have not been exempted from the gross tonnage, in accordance with the provisions of Article 57. On a cargo ship, where no hospital exists, a dispensary-room may be deducted.

Passage-ways and stairways exclusively serving as access to master's and crew spaces, whether such spaces are deducted or exempted, shall be deducted. This also applies when such passage-ways and stairways at the same time serve as access to other deducted or exempted spaces (including propelling-machinery spaces) (see Figure 102). Passage-ways and stairways leading to master's or crew spaces, but constituting at the same time the only access to other non-deductible spaces, are not to be deducted (see Figure 103).

Spaces properly constructed, strictly necessary and exclusively used for the storage of liquid and solid provisions for the master and crew, shall also be deducted. The deduction thus allowed shall, however, not exceed fifteen per cent of the other deductible master's and crew spaces.

Food-lockers may be deducted without any restriction in ships where the master and crew provide their own food, but no deduction for a provision-room shall be made in such cases.

ARTICLE 64.

Spare rooms shall not be deducted. The existence, however, of one spare room for the use, *e.g.*, of a pilot or extra officer will not be considered as rendering the ship a passenger-ship, on condition that the said spare room is fitted with not more than two berths, including sofa-berths.

In passenger-ships having no dining-saloon, smoke-room, pantry, galley, bakery, drinking water filtration or distilling plant, bathroom, washing-place, water-closet, privy or urinal intended for the exclusive use of passengers, the deduction for the corresponding master's or crew spaces shall be cancelled. In the case, however, of ships carrying unberthed passengers, such as pilgrims, and not having any accommodation for berthing passengers, this rule shall not apply, except in respect of water-closets, privies or urinals.

Within the meaning of the present article, the expression "passenger-ship" shall include any ship carrying paying passengers, or any ship (even if not carrying passengers) having more than one spare room.

ARTICLE 65.

The spaces referred to in Articles 66 to 71 inclusive shall within the meaning of the present Regulations, be deemed "space,

for navigation and for working of the ship", indicated in Article 7 under No. 2, and shall be deducted from the gross tonnage subject to the conditions laid down in those articles, and provided that they have not been exempted according to the provisions of Article 57.

The spaces for navigation and for working of the ship consist of:

- (a) Navigation spaces (except donkey-boilers and main pumps) (Article 66).
- (b) Spaces for donkey-boilers and for main pumps (Article 67).
- (c) Spaces for pumping installations in ships carrying liquid cargo in bulk (Article 68).
- (d) Spaces for boatswain's stores (Article 69).
- (e) Sail-room spaces (Article 70).
- (f) Water-ballast spaces (Article 71).

*Spaces for Navigation
(except Donkey-Boilers and Main Pumps).*

ARTICLE 66.

Spaces used exclusively for the navigation of the ship shall be deducted from the gross tonnage to the extent of what is considered reasonable.

The deductible navigation spaces will generally include rooms for keeping and using charts and instruments of navigation, wireless telegraphy and telephony spaces,¹ rooms for keeping navigation lamps, flags, rockets, etc., spaces for submarine signalling and sounding apparatus, rooms for automatic-steering compasses, gyro-stabilisers or similar apparatus and spaces for the helm, steering-gear, capstan and anchor gear with chain lockers.

In ships where part of the wheel-house is used as a chartroom, such part (which is not exempted) shall be deducted.

In cases where the helm, steering-gear, capstan, anchor-gear or similar appliances are situated in rooms larger than is necessary for the purpose, the actual space occupied by each of these appliances shall be deducted; and, in addition, an allowance will be made on every side of the apparatus for the space necessary for its working (in general, not more than 2 feet or 0.610 metre on all sides). The total height to be allowed should, as a rule, not exceed that of an ordinary 'tween-deck space.

Donkey-Boilers and Main Pumps.

ARTICLE 67.

Subject to the provisions of Article 79 relating to the treatment of donkey-boiler spaces which may be regarded as part of the propelling-machinery space, the space actually occupied by donkey-boilers, if connected with the main pumps of the ship, shall be

¹ But not the waiting-room for passengers.

deducted even if the donkey-boilers may be used at the same time for working the cargo winches or for similar purposes.

If the donkey-boilers are not connected with the main pumps, but serve exclusively for the working of the capstan, anchor-gear, steering-gear or similar appliances for navigation purposes, the space occupied may be regarded as navigation space, and therefore shall be deducted as such.

Spaces occupied by and necessary for the working of bilge pumps and for exclusive access to same shall be deducted. The same provision shall apply to pumps for water ballast if available for pumping out the ship.

If a donkey-boiler, a bilge pump or a water-ballast pump, fulfilling the above conditions, is situated within the boundaries of the propelling-machinery space and is not to be regarded as part of the propelling machinery, only the spaces strictly occupied by the said appliances shall be deducted and stated on the formulæ of measurement under Spaces for Navigation and Working of the Ship

*Pumping Installations in Ships
carrying Liquid Cargo in Bulk.*

ARTICLE 68.

In ships carrying liquid cargo in bulk, deduction shall be made for spaces occupied by and strictly necessary for access to and for working pumps serving as cargo pumps, provided such pumps are at the same time available for pumping out the ship.

The deductible pump-room space shall be determined as follows:

The space occupied by and necessary for working of a pump shall have a height equal to that of the pump, or of 7 feet, or 2.135 metres, whichever is the larger, and a horizontal area consisting of the floor space occupied, with sufficient space around for efficient working.

The space necessary for access shall have a height extending from the top of the space hereabove-mentioned to the upper deck and a horizontal area having one dimension equal to the breadth of the ladder and the other of 3 feet or 0.914 metre, but not exceeding 6 square feet or 0.557 square metre.

The total allowance for pump-rooms shall not exceed the figures indicated in the table hereafter:

| Gross tonnage | Deduction not to exceed: | |
|--|-----------------------------|--------------------------------|
| | Percentage of gross tonnage | Tons or cubic metres, total |
| Over 3,000 T. (8,490 m ³) | 0.9 | 60 T. (169.80 m ³) |
| Over 1,500 T. (4,245 m ³) up to and including 3,000 T. (8,490 m ³) . . . | 1.2 | 27 T. (76.41 m ³) |
| Over 500 T. (1,415 m ³) up to and including 1,500 T. (4,245 m ³) . . . | 2 | 18 T. (50.94 m ³) |
| 500 T. (1,415 m ³) or less | 4 | 10 T. (28.30 m ³) |

Boatswain's Stores.

ARTICLE 69.

Subject to the restrictions stated below, any space exclusively appropriated to and used for the keeping of boatswain's stores shall be deducted from the gross tonnage.

The expression "boatswain's stores" shall include all stores necessary for working and upkeep of the ship and which are in charge of the boatswain. In general, the boatswain's stores will contain wires, hawsers, cordage, tar, paint, blocks, shackles, awnings, tarpaulins, tackles, brooms, swabs, buckets, etc.

The allowance for boatswain's store shall be limited according to the following scale:

| Gross tonnage | Deduction not to exceed: | |
|--|-----------------------------|---------------------------------|
| | Percentage of gross tonnage | Tons or cubic metres, total |
| Over 20,000 T. (56,600 m ³) | 1/2 | 125 T. (318.18 m ³) |
| Over 10,000 T. (28,300 m ³) up to and including 20,000 T. (56,600 m ³) | 3/4 | 100 T. (283.00 m ³) |
| Over 2,000 T. (5,660 m ³) up to and including 10,000 T. (28,300 m ³) | 1 | 75 T. (212.25 m ³) |
| Over 1,000 T. (2,830 m ³) up to and including 2,000 T. (5,660 m ³) | 1 1/2 | 20 T. (56.60 m ³) |
| Over 500 T. (1,415 m ³) up to and including 1,000 T. (2,830 m ³) | 2 | 15 T. (42.45 m ³) |
| Over 150 T. (424.50 m ³) up to and including 500 T. (1,415 m ³) | 2 1/2 | 10 T. (28.30 m ³) |
| 150 T. (424.50 m ³) or less | — | 3 T. (8.49 m ³) |

If in ships having a gross tonnage not exceeding 150 register tons, or 424.50 cubic metres, boatswain's stores are kept in a space not solely appropriated for such purpose, the deduction for boatswain's stores according to the above scale shall still be granted.

In fishing and hunting ships having a gross tonnage exceeding 150 register tons or 424.50 cubic metres, where there is no separate boatswain's store-room, a suitable deduction not exceeding 3 tons, or 8.49 cubic metres, shall be made for the boatswain's stores carried in the room for fishing and catching gear.

Sail-rooms.

ARTICLE 70.

In ships propelled by sails, the space exclusively appropriated to and used for the storage of sails shall be deducted from the gross tonnage in accordance with the following provisions:

1. In the case of ships wholly propelled by sails, this deduction shall not exceed four per cent of the gross tonnage.

2. In the case of ships having both sails and engines as means of propulsion and whose propelling machinery space, upon which the propelling-power allowance is to be based, does not exceed 13 per cent of the gross tonnage in screw ships and 20 per cent in

paddle-ships, the space strictly necessary for and exclusively and actually used for the storage of sails shall be allowed as a deduction up to a maximum of two per cent of the gross tonnage.

3. If the sail-room and boatswain's store are combined, the sail-room space shall first be deducted up to the limits indicated in the preceding paragraphs, and a deduction for boatswain's store shall then be made in respect of the remaining space in accordance with the scale given in Article 68.

Water-ballast Spaces.

ARTICLE 71.

Water-ballast spaces include water-ballast tanks in the double bottom and all water-ballast spaces outside the double bottom, wherever situated (*e.g.* forward and after peak-tanks, deep-tanks and coffer-dams), when the said spaces comply with the regulations indicated below.

On an application in writing from the owner, and subject to the limitations indicated hereafter, spaces not exempted which are appropriated to and exclusively used for water ballast shall be deducted from the gross tonnage, provided that they fulfil the following conditions:

- (a) That they are properly constructed and tested as ballast tanks;
- (b) That they are solely adapted for water ballast;
- (c) That their only means of entrance shall be ordinary-size manholes.

Ad (a). — The expression "properly constructed and tested as ballast tanks" indicates that the tanks must be able to stand the pressure under a head of water. The filling of the openings in the tank-top around the frames at the sides with cement is not permissible.

Ad (b). — The means for filling and emptying water-ballast tanks (*e.g.*, pumps, pipes, etc.) must be of a permanent and satisfactory character and independent of the installations for water for feed or domestic purposes, oil fuel or cargo. Pumping installations must be of a suitable type and dimensions for dealing efficiently with the water ballast; suction and delivery pipes shall, in general, not be less than 2½ inches, or 64 mm., inside diameter. Hand pumps, portable pumps, or hose connections are not to be regarded as permanent and satisfactory means for filling and emptying. In all ships not exceeding 200 tons, or 566 cubic metres gross, and in ships over 200 tons or 566 cubic metres, having sails as principal means of propulsion, hand pumps, constituting the only means for filling or emptying water-ballast spaces, will not be objected to, provided that the installation is of a permanent character.

Ad (c). — The manholes shall be oval or circular; their dimensions shall not exceed 2 feet, or 0.610 metre, by 1.5 feet, or 0.457 metre, or 1.85 feet, or 0.564 metre, in diameter, respectively.

Coffer-dams shall be considered as water-ballast spaces, provided that they fulfil the foregoing conditions.

Double bottom tanks connected with the ballast-pumping system, or available for water for motor cooling, boiler feeding, or domestic purposes or for carrying oil fuel or cargo, shall be considered as water-ballast spaces when determining the allowance for same.

For the purpose of calculating the cubic capacity of the deductible water-ballast spaces, it should be noted that the total cubic capacity of water-ballast spaces which are exempted or deducted (including whole or partial double bottom, peak-tanks, deep-tanks, coffer-dams and all other types of *bona fide* water-ballast tanks) shall not exceed the percentages of gross tonnage indicated in the graph opposite. In case the cubic capacity of exempted water-ballast spaces in the double bottom equals or exceeds the allowance provided for in the said table, no deduction for water-ballast spaces may be granted. A part of a tank may be allowed as a deduction provided that the whole tank is fitted, constructed and tested for carrying water ballast.

ARTICLE 72.

No deduction shall be allowed in respect of any of the spaces dealt with in Part IV of the present Regulations which have not first been included in the gross tonnage (see Figures 104 and 105 indicating the method of measurement of the breadth and depth of a fore peak-tank).

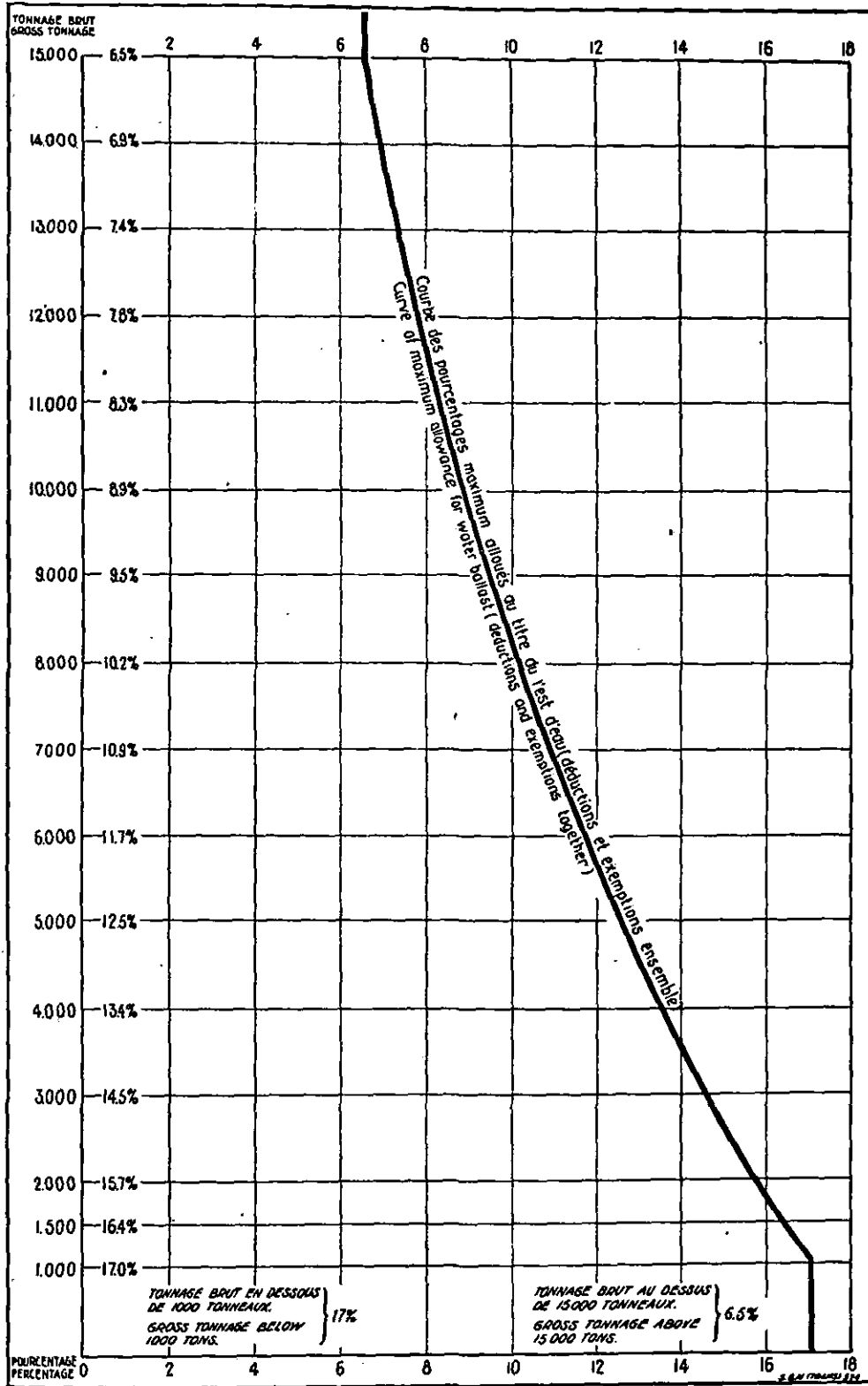
ARTICLE 73.

The measurement and the calculation of the cubic capacity of the spaces dealt with in Articles 61 to 64 inclusive and 66 to 70 inclusive shall be carried out as indicated in Articles 53 and 54. Consequently, the heights are to be measured to the under side of the deck overhead through panelling or similar sheathing, if any. The horizontal measurements shall be taken between the partitions and linings, if any, or to the inner edges of the frames and of the normally spaced bulkhead stiffeners. Each space is to be measured separately, and the formulæ of measurement should indicate the purpose for which the space is intended. If only parts of a space have been deducted, the dimensions of the whole space, along with those of the space deducted, shall be shown in the formulæ of measurement (see Figure 106).

The measurement of peak-tanks and other water-ballast spaces extending from side to side of the ship, and situated outside the double bottom and below the tonnage deck or its line of continuation, shall be carried out in conformity with the rules for the

Graph indicating the Maximum Allowance for Water Ballast as Percentage of Gross Tonnage.

(The spaces available for water ballast which are to be taken into account include the double-bottom compartments.)



measurement of the space below the tonnage deck. The length shall be measured at the top of the tank (see Figures 104 and 105). Transverse sections shall be measured in the usual way at the middle of the length and at its extreme points, but only five breadths are to be taken in each section. If a water-ballast space is situated partly below and partly above the tonnage deck or its line of continuation (*e.g.*, a peak-tank aft extending right up to the under side of a raised quarter deck), the part situated below the tonnage deck or its line of continuation shall be measured as indicated above and the remaining part shall be measured as a superstructure

For all tanks extending from side to side of the ship, the distance from the end bulkhead or bulkheads to the correct position of the nearest transverse section of the space below the tonnage deck is to be ascertained and stated in the formulæ of measurement.

The measurement of water-ballast spaces not extending from side to side of the ship and situated below the tonnage deck and outside the double bottom shall be carried out as follows: First measure the length of the tank; this length shall be divided as indicated in Article 21, but, in case this length does not exceed 30 feet, or 9.14 metres, it shall only be divided into two equal parts. Transverse sections are then measured at the extreme points of the length and at its points of division. When the spaces referred to in the present paragraph are of relatively small height, they may also be measured as provided in Article 53, if they are bounded by approximately straight planes. If a tank is irregular in shape, it shall be measured in parts.

Water-ballast spaces situated above the tonnage deck or its line of continuation shall be measured as indicated in Article 53.

The cubic capacity of each water-ballast space shall be ascertained by applying the relevant provisions given in the present regulations for the determination of the cubic capacity of the space below the tonnage deck and of superstructures.

Deduction for Propelling-machinery Space.

ARTICLE 74.

In the case of any ship propelled by machinery for which space is required, an allowance shall be made for propelling-power in accordance with the provisions of Article 75, and the amount so allowed shall be deducted from the ship's gross tonnage.

Within the meaning of the present Regulations shall be regarded as propelling-machinery space the space occupied by and necessary for the proper working of the main propelling-machinery and the auxiliary machinery necessary for the proper working of the main machinery, as specified in Articles 78 and 79, with or without, as the case may be, light and air spaces referred to in Article 77.

No space shall be included in the cubic capacity of the propelling-machinery space serving for the determination of the propelling-power allowance unless it has first been included in the ship's gross tonnage.¹

All propelling-machinery spaces shall be measured and their cubic capacity be ascertained in accordance with the provisions of Articles 80, 81 and 82.

Determination of Propelling-power Allowance.

ARTICLE 75.

The allowance for propelling-power shall be determined as follows:

1. *Screw Ships.* — If the cubic capacity of the propelling-machinery space, ascertained in accordance with the provisions of Articles 77 to 82, is above 13 per cent and under 20 per cent of the gross tonnage, the deduction shall be 32 per cent of the gross tonnage.

If the cubic capacity of the propelling-machinery space is 13 per cent or less, or 20 per cent or more of the gross tonnage, the deduction shall be the cubic capacity of the space increased by 75 per cent.

2. *Paddle Ships.* — If the cubic capacity of the propelling-machinery space, ascertained in accordance with the provisions of Articles 77 to 82, is above 20 per cent and under 30 per cent of the gross tonnage, the deduction shall be 37 per cent of the gross tonnage.

If the cubic capacity of the propelling-machinery space is 20 per cent or less, or 30 per cent or more of the gross tonnage, the deduction shall be the cubic capacity of the space increased by 50 per cent.

3. Except for ships exclusively employed as tugs² and ships constructed and intended exclusively for icebreaking, the propelling-power allowance shall in no case exceed 55 per cent of that portion of the ship's tonnage which remains after subtracting from the gross tonnage all deductions other than that for propelling-machinery.

¹ *Note.* — See Figure 107, indicating the method of measurement of the height of a shaft-tunnel when the tonnage depths in way of same are measured to the top of the ceiling supposed to be situated directly on the top of the double bottom.

² *Note.* — Salvage tugs and fire-floats shall not be considered as tugs. A ship shall, however, not cease to be regarded as a tug because of the fact that she is equipped with a fire-pump or extinguisher.

Items of Propelling-machinery Space.

ARTICLE 76.

The propelling-machinery space may include the following items:

- (a) Spaces below the top of the main space;
- (b) Shaft-tunnels or trunks in screw ships, and escape trunks;
- (c) Spaces between the top of the main space and the upper deck;
- (d) Spaces on or above the upper deck designated as light and air spaces.

Ad (a), (b) and (c). — These items include all spaces situated below the upper deck, which may be regarded as propelling-machinery spaces in accordance with the provisions of Articles 78 and 79.

The expression "the top of the main space" indicates the underside of the first deck above the machinery space. If, however, the machinery space extends right up to the underside of a break or a raised quarter-deck, the portion of the space situated within these superstructures shall be dealt with under item (d) (see Figs. 98 and 99).

Ad (d). — This item includes light and air casings framed in for the admission of light and air to the boiler- and engine-room. It also includes all other spaces, framed in for machinery which, in accordance with the provisions of Articles 78 and 79, may be regarded as propelling-machinery.¹

The inclusion in the propelling-machinery space of spaces under item (d) shall be subject to the conditions laid down in Article 77.

Light and Air Spaces.

ARTICLE 77.

Spaces or parts of spaces referred to under item (d) of Article 76, designated as light and air spaces, shall, on an application by the owner, be added to the ship's gross tonnage and to the propelling-machinery space on which the allowance for propelling-power is to be based, provided that they are:

- (a) reasonable in extent;
- (b) safe and seaworthy;
- (c) so constructed, that they cannot be used for any purpose other than the admission of light and air to the machinery space or for such machinery, appliances or apparatus as may be regarded as forming part of the propelling-machinery, in conformity with the provisions of Articles 78 and 79.

¹ *Note.* — *e.g.*, a portion of an escape trunk, situated on or above the upper deck, shall be dealt with under this item (see Fig. 110). The portion of a funnel situated above the light and air casing shall not be dealt with under this item.

The formulæ of measurement should indicate whether the spaces in question fulfil the conditions mentioned above.

Particulars as to the Spaces which may be regarded as Propelling-machinery Spaces.

ARTICLE 78.

A. The following spaces shall be regarded as propelling-machinery spaces:

- (1) Spaces for the *main boilers*;
- (2) Spaces for the *main machinery*;
- (3) Spaces for *auxiliary machinery* necessary for the working of boilers or main machinery;
- (4) *Shaft-tunnels or trunks and escape trunks*;
- (5) *Engineers' stores and workshops* up to a maximum of three-quarters of one per cent of gross tonnage, if situated within the boundaries of the machinery space below the upper deck.
- (6) Spaces for the following machinery, appliances or apparatus:
 - (a) *Settling apparatus* in oil-burning ships (not including motor ships with internal combustion machinery), if situated within the boundaries of the machinery space, in the casings above, or directly adjacent to such space or casings.¹
 - (b) *Dynamos, switchboards and control-panels*, with the exception of those indicated under B.4.h. of the present article.
 - (c) *Silencers* (including silencers in funnels).
 - (d) *Hot-wells*, if situated within the boundaries of the machinery space below the upper deck.
 - (e) *Ash-ejectors*.
 - (f) *Apparatus for forced-draft to boilers*;
 - (g) *Oil-refiners and oil-coolers for fuel oil and lubricating oil*.
 - (h) *Feed-water heating apparatus* and other similar plant necessary for the working of the main machinery.
 - (i) *Evaporators solely for boiler feed-water*.
 - (j) *Pumps for lubricating oil*.
 - (k) *Ventilating plant* situated in and necessary for the ventilation of the machinery space.
 - (l) *Storage batteries*, used solely in connection with the propelling-machinery.
 - (m) *Steam and electric compressors and air-reservoirs* used in connection with the propelling-machinery.

¹ No part of such settling apparatus which constitutes bunker space should be regarded as propelling-machinery space.

- (n) *Fuel-oil pumps*, used solely for fuel-oil purposes if situated within the boundaries of the machinery space, in the casings above, or directly adjacent to such space or casings.

B. The following spaces shall *not* be regarded as propelling-machinery spaces:

- (1) *Fuel spaces.*
- (2) *Feed-water spaces.*
- (3) *Tanks for lubricating oil.*
- (4) Spaces occupied by the following machinery, appliances or apparatus:
 - (a) *Auxiliary condenser plant* not used in connection with propelling-machinery;
 - (b) *Fire-extinguishing plant;*
 - (c) *Refrigerating machinery;*
 - (d) *Machinery for ventilation and for heating of crew's and passengers' quarters;*
 - (e) *Sanitary pumps;*
 - (f) *Bilge pumps;*
 - (g) *Ballast pumps;*
 - (h) *Dynamos, switchboards and control-panels*, exclusively used for lighting or navigating purposes, cargo work, etc., quite independent from the ship's propelling-machinery ;
 - (i) *Donkey-boilers* other than those referred to in Article 79.

Donkey-boiler Space.

ARTICLE 79.

Donkey-boilers which, to the satisfaction of the Central Tonnage Measurement Authority concerned, are necessary for and are used in connection with the main propelling-machinery or auxiliary machinery considered as part of same, shall be regarded as forming part of the propelling-machinery.

If situated below the upper deck, within or outside the boundaries of the machinery space, the space occupied by and necessary for the working of such donkey-boilers shall be included in the propelling-machinery space. If situated above the upper deck the space occupied by and necessary for the working of such donkey-boilers shall be regarded as light and air space referred to in Article 77.

Measurement of Propelling-machinery Spaces.

ARTICLE 80.

The measurement of propelling-machinery spaces shall be carried out as follows:

- (I) *Spaces below the top of the main space*, referred to in Article 76 under item (a), are measured by ascertaining:
 - (i) the length;
 - (ii) three, five or, exceptionnally, seven depths;
 - (iii) three, five or, exceptionnally, seven breadths;

The *length* of the space between its end bulkheads is measured; this length is then divided into two, four or six equal parts, according to whether three, five or seven depths are to be measured.

The *depth* is measured in the middle plane from the top of the main space to the top of the double bottom (or top of the ordinary floors or top of ceiling, as the case may be) at the extreme points of the length and at its points of division. Each depth is to be corrected on account of the round of beam, as indicated in Article 25, and if necessary on account of the rise or fall of double bottom or floors, as indicated in Article 28.

At the middle of each depth, the *breadth* is then measured between the side bulkheads (or between the inner edges of the frames at the ship's sides or the ceiling thereon, as the case may be).

The length of a space and its situation will serve as guidance with regard to the number of depths and breadths to be taken. A large engine-room situated aft and extending from side to side of the ship will require the measurement of five or seven depths and five or seven breadths. If situated amidships, however, three depths and three breadths will, as a rule, be sufficient.

When there exist in the machinery space a break or breaks in the double bottom or, in the case of a ship with single bottom, an abrupt change in the depth of floors, or when the side bulkheads of the machinery space have a curved or broken outline (*e.g.*, side bulkheads of fuel spaces) or in general when the machinery space is irregular in shape, it shall be measured in parts, each part being dealt with as prescribed for the measurement of the whole space. In case the part of which the cubic capacity is to be ascertained is a rectangular parallelepipedon, the measurement of one depth and one breadth will be sufficient.

All the measured depths and breadths shall be entered on the formulæ of measurement with an indication as to whether they have been taken to top of double bottom or to top of ordinary floors, to inner edge of frames or to ceiling.

When carrying out measurement of spaces below the top of the main space, due regard must be given to existing recesses or projections in double bottom or floors as mentioned in paragraph (1) of Article 29.

Figures III to III8 inclusive show details of measurement of propelling-machinery spaces.

(2) *Spaces referred to in Article 76 under Items (b), (c) and (d)* are measured as regards length, height and breadth as indicated under section (1) of the present article. In most cases, however, the measurement of one height and one breadth will be sufficient unless the space concerned extends from side to side of the ship (*e.g.*, a shaft recess), in which case three or five breadths should be measured.

Spaces situated above the top of the main space shall be measured tier by tier. Each space is measured separately and the measurements are taken between their partitions without regard to stiffeners.

(3) When ascertaining the cubic capacity of the spaces dealt with in the present article, it should be noted that spaces not to be regarded as propelling-machinery spaces should not be included. With a view to attaining this object it will, in most cases, be found practical to measure separately by their extreme outside dimensions the spaces occupied by such machinery, appliances and apparatus as are not to be regarded as propelling-machinery and then subtract their cubic capacity from the cubic capacity of the whole space (see Figures 110 and 118).

If such machinery, appliances, apparatus, etc., are bulkheaded off, the cubic capacity of the space bulkheaded off is ascertained.

The measurements of spaces occupied by machinery, appliances, apparatus, etc., not to be regarded as propelling-machinery whether bulkheaded off or not, shall be entered on the formulæ of measurement.

If, in conformity with the provisions of Article 81, it has been necessary to apply restrictions to the measurements of the propelling-machinery space, the restricted measurements as well as the full measurements of the space shall be entered on the formulæ of measurement.

Restrictions of Propelling-machinery Spaces.

ARTICLE 81.

(a) *Length of the space below the top of the main space.* —

(1) If, in carrying out the measurement of the propelling-machinery space, it is found that the length of such space exceeds what is necessary for the proper working of the main propelling-machinery and for the auxiliary machinery necessary for the main machinery, such length shall be restricted, subject to the provisions of paragraph (4).

(2) In the case of steamships, the following special prescriptions shall be observed:

(i) If the fire-grates are in a fore-and-aft direction, the length equal to that of the fire-grates increased by about 1 foot or 0.305 metres shall be allowed in front of the fire-grates for the stoking or working of the fires but no additional length is required when the boilers are placed with the fire-grates athwartships.

(ii) In the case of ships propelled by reciprocating engines, the point to which the after boundary of the length of the machinery space is to be measured should be no further aft of the after cylinder or its valve-casing than is necessary for safe working, but in no case without special instructions should the actual point of measurement be more than 4 feet or 1.219 metres aft of such cylinder or valve-casing.

(3) In the case of turbine ships, the restrictions laid down in paragraph (2) of section (a) of the present article shall apply to the measurement of boiler spaces.

(4) The restrictions referred to in paragraphs (1), (2) and (3) of section (a) of the present article shall only apply in cases where the cubic capacity of the propelling-machinery spaces upon which the propelling-power allowance is based is twenty per cent or more of the gross tonnage in the case of screw ships, or thirty per cent or more of the gross tonnage in the case of paddle ships, but whatever be the size of the machinery space these restrictions shall in no case be applied to fishing and hunting ships, tugs as defined in Article 75, ships constructed and intended exclusively for ice-breaking, or yachts.

(5) If a departure from either of the above rules as to length appears to be necessary owing to the high power of the engines or any peculiarity in the arrangement of the machinery, the Central Tonnage Measurement authority concerned, to which all necessary particulars and plans should be forwarded, will have to decide as to the length to be used for the purpose of calculating the cubic capacity.

(b) *Shaft trunks in steamships, escape trunks.* — (1) Thrust-block space. When the thrust-block is not situated within an ordinary thrust-block recess and when, according to the present article, a limitation has to be applied to the length of the main machinery space, the thrust-block being situated within the main space outside the restricted part, the height of such thrust-block space to be allowed for shall in no case exceed what is considered necessary for the purpose of overhauling (see Figure 119).

(2) When there is no built tunnel:

(a) In the case of single-screw ships, the space allowed as a tunnel shall be of ordinary dimensions suitable for the ship; if the after machinery bulkhead is recessed, the height of the space allowed for shall not exceed, above the shaft, what is necessary for working and overhauling (see Figures 119 and 120).

(b) In the case of ships with two or more screws, the same provisions shall, in general, apply, but when there exists a large space or recess open from side to side immediately aft of the main space, the space included in the propelling-machinery space shall not be larger than would have been necessary in the case of ordinary-sized shaft tunnels for each shaft line (see Figure 121.)

(3) In ships with two or more screws and built shaft-tunnels, the recessed part immediately forward of the stern tubes shall not be larger than is reasonable for the purpose of overhauling of shafting, due account being taken of the general situation of that part of the ship (see Figure 122).

(4) Escape trunks shall be regarded as part of the propelling-machinery space, provided that they are not larger than is necessary for the purpose of access to and escape from the tunnel.

All doubtful cases shall be submitted, together with the necessary particulars, to the Central Tonnage Measurement authority concerned, for their decision.

(c) *Spaces on or above the upper deck.* — For the purpose of determining whether these spaces are “reasonable in extent” it should be noted that:

(1) In the case of spaces situated outside the boundaries of the propelling-machinery space or the casings above same, and fitted with machinery which in accordance with the provisions of Articles 78 and 79 may be regarded as part of the propelling-machinery, such spaces are not to be larger than is necessary for the proper working of the said machinery.

(2) In the case of spaces serving for the admission of light and air to the propelling-machinery space:

(i) Their total length should not exceed the length of the machinery space underneath (see Figure 123), and if any portion is plated over, the length of the plated part should be deducted from the full length;

(ii) The breadth to be allowed should not exceed half of the extreme tonnage breadth, the restriction as to the breadth shall, however, not apply to the portion of a break or a raised quarter-deck referred to in Article 76 (see Figures 108 and 109).

Calculation of the Cubic Capacity of Propelling-machinery Spaces.

ARTICLE 82.

When the propelling-machinery spaces have been measured as indicated in Article 80 and the restrictions referred to in Article 81 have, if necessary, been applied, the cubic capacity of the propelling-machinery spaces is ascertained as follows:

The cubic capacity of each space (or each part of a space, as the case may be) is calculated separately by first multiplying its length by its breadth. The area thus obtained is then multiplied by the depth (height) and this last product constitutes the cubic capacity of the space (or of the part of the space, as the case may be) in cubic feet or in cubic metres.

If more than one breadth has been measured, a mean of the breadths shall be used in the calculation; the same provision shall apply with regard to the depths (heights).

ARTICLE 83.

The following two examples relating to two screw ships contain more detailed indications as to the application of the provisions concerning the deduction for propelling-machinery spaces.

The attached scheme of calculation indicates how to determine the portion of light and air spaces necessary for obtaining a propelling-power allowance of thirty-two per cent of gross tonnage.

Example 1.

Cubic capacity of actual machinery space = 160 tons (452.80 m³).
 Total cubic capacity of space on or above the upper deck (light and air casings, etc.) = 65 tons (183.95 m³).
 Aggregate cubic capacity of hatchways = 25 tons (70.75 m³).

| | A. The owner requests no space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space. | B. The owner requests as much space as possible on or above the upper deck to be added to the actual machinery space and included in the gross tonnage, the latter not exceeding 1600.00 tons (4528.00 m ³). | C. The owner requests the necessary cubic capacity of spaces on or above the upper deck to be included in the gross tonnage and added to the actual machinery space in order to obtain the 32 per cent reduction. |
|--|--|---|--|
| | The cubic capacity of the actual machinery space does not exceed 13 per cent of the gross tonnage. Consequently, the deduction for propelling machinery space will be $160 \times 1.75 = 280$ tons ($452.80 \times 1.75 = 792.40$ m ³). | 32.89 tons (93.09 m ³) of the space on or above the upper deck is added to the actual machinery space and included in the gross tonnage. $160.00 + 32.89 = 192.89$ tons ($452.80 + 93.08 = 545.88$ m ³) does not exceed 13 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be $192.89 \times 1.75 = 337.5$ tons ($545.88 \times 1.75 = 955.29$ m ³). | 50.28 tons (142.29 m ³) of the space on or above the upper deck is included in the gross tonnage and added to the actual machinery space. $160.00 + 50.28 = 210.28$ tons ($452.80 + 142.29 = 595.09$ m ³). 13 per cent of the gross tonnage = 210.25 tons (595.01 m ³). Consequently the deduction for propelling-machinery space will be 32 per cent of the gross tonnage. |
| Under-deck tonnage | 1350.00 tons (3820.50 m ³) | 1350.00 tons (3820.52 m ³) | 1350.00 tons (3820.50 m ³) |
| Space above the tonnage deck | 200.00 tons (566.00 m ³) | 200.00 tons (566.00 m ³) | 200.00 tons (566.00 m ³) |
| Space on or above the upper deck (light and air casings, etc.) | | 32.89 tons (93.08 m ³) | 50.28 tons (142.29 m ³) |
| Excess of hatchways | 17.25 tons (48.82 m ³) | 17.09 tons (48.36 m ³) | 17.00 tons (48.11 m ³) |
| Gross tonnage | 1567.24 tons (4435.32 m ³) | 1599.98 tons (4527.94 m ³) | 1618.28 tons (4576.90 m ³) |
| Deductions other than deduction for propelling-machinery space | 120.00 tons (339.60 m ³) | 120.00 tons (339.60 m ³) | 120.00 tons (339.60 m ³) |
| Remainder | 1447.25 tons (4095.72 m ³) | 1479.98 tons (4188.34 m ³) | 1497.28 tons (4237.30 m ³) |
| Deduction for propelling-machinery space | 280.00 tons (792.40 m ³) | 337.56 tons (955.29 m ³) | 517.53 tons (1464.60 m ³) |
| Net tonnage | 1167.25 tons (3303.32 m ³) | 1142.42 tons (3233.05 m ³) | 979.75 tons (2772.70 m ³) |

Example 2.

Cubic capacity of actual machinery space = 360 tons (1018.80 m³).

Total cubic capacity of space on or above the upper deck (light and air casings, etc.) = 105 tons (297.15 m³).

Aggregate cubic capacity of hatchways = 30 tons (84.90 m³).

| | A. The owner requests no space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space. | B. The owner requests as much space as possible on or above the upper deck to be added to the actual machinery space and included in the gross tonnage, the latter not exceeding 2000.00 tons (5660.00 m ³). | C. The owner requests the total cubic capacity of space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space. |
|--|--|--|--|
| | The cubic capacity of the actual machinery space is above 13 per cent and under 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 32 per cent of the gross tonnage. | 69.88 tons (187.76 m ³) of the space on or above the upper deck is added to the actual machinery space and included in the gross tonnage. 360.00 + 69.88 = 429.88 tons (1018.80 + 197.76 = 1216.56 m ³) is more than 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 429.88 + 752.29 tons (1216.56 × 1.75 = 2128.98 m ³). | 105 tons (297.15 m ³) is included in the gross tonnage and added to the actual machinery space. 360.00 + 105.00 = 465.00 tons (1018.80 + 297.15 = 1315.95 m ³) is more than 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 465.00 × 1.75 = 813.75 tons (1315.45 × 1.75 = 2302.91 m ³). |
| Under-deck tonnage | 1630.00 tons (4612.90 m ³) | 1630.00 tons (4612.90 m ³) | 1630.00 tons (4612.90 m ³) |
| Space above the tonnage deck . | 280.00 tons (792.40 m ³) | 280.00 tons (792.40 m ³) | 280.00 tons (792.40 m ³) |
| Space on or above the upper deck (light and air casings, etc.) . | | 69.88 tons (197.76 m ³) | 105.00 tons (297.15 m ³) |
| Excess of hatchways | 20.45 tons (57.87 m ³) | 20.10 tons (56.88 m ³) | 19.92 tons (56.37 m ³) |
| Gross tonnage | 1930.45 tons (5463.17 m ³) | 1999.98 tons (5659.94 m ³) | 2034.92 tons (5758.82 m ³) |
| Deductions other than deduction for propelling-machinery space | 190.00 tons (537.70 m ³) | 190.00 tons (537.70 m ³) | 190.00 tons (537.70 m ³) |
| Remainder | 1740.45 tons (4925.47 m ³) | 1809.98 tons (5122.24 m ³) | 1844.92 tons (5221.12 m ³) |
| Deduction for propelling-machinery space | 617.74 tons (1748.20 m ³) | 752.29 tons (2128.98 m ³) | 813.75 tons (2302.91 m ³) |
| Net tonnage | 1122.11 tons (3177 m ³) | 1057.69 tons (2993.26 m ³) | 1031.17 tons (2918.21 m ³) |

Scheme of Calculation.

| | | | |
|--|--------|----------|-------|
| Gross tonnage exclusive of light and air space and hatchways | | 1,550.00 | |
| Excess of hatchways (based on the above gross tonnage) | | 17.25 | |
| | | | <hr/> |
| Gross tonnage, inclusive of excess of hatchways and exclusive of light and air space | | 1,567.25 | |
| 13 % of 1,567 tons | 203.71 | | |
| Machinery space below upper deck | 160.00 | | |
| | | | <hr/> |
| Difference | 43.71 | | |
| 14.95 % of difference. | 6.53 | | |
| | | | <hr/> |
| Difference plus 14.95 % of itself | 50.24 | 50.24 | |
| | | | <hr/> |
| Gross tonnage inclusive of light and air space and exclusive of hatchways | | 1,617.49 | |
| Additional exemption for hatchways; account of light and air spaces = ½ % of 50.24 | | 0.25 | |
| | | | <hr/> |
| | | 1,617.24 | |

Gross registered tonnage: 13 % of 1,617.24 tons = 210.24 tons.

PART V.

MEASUREMENT AND CALCULATION OF TONNAGE UNDER RULE II.

Measurement of the Space below the the Uppermost Deck.

ARTICLE 84.

When, according to the second paragraph of Article 2, Rule II is to be applied, the measurement of the space below the *uppermost deck*¹ shall be carried out by ascertaining in the following manner the ship's length, the extreme outside breadth and the girth:

(1) The length is measured on the uppermost deck from the aft side of the stem to the aft side of the sternpost. Should no sternpost exist or should the sternpost not extend right up to the uppermost deck, the length shall be taken to the fore side of the rudder-stock, the latter being, if necessary, imagined to extend right up to the uppermost deck (see Fig. 124).

(2) The extreme outside breadth is determined by measuring the greatest breadth of the uppermost deck to the outside of the ship's sides, where the upperside of the deck is marked off. The tumble-home, if any, is then measured by means of a lead or otherwise. The sum of the breadth and the tumble-home at both sides constitutes the extreme outside breadth (see Fig. 125). Rubbing-pieces should not be included in this breadth.

In cases where it is possible to determine the extreme outside breadth by inside measurement (*e.g.*, in the machinery space of a steel ship) the greatest breadth to the inside of the plating is measured and to this breadth is added the thickness of the plating at both sides.

(3) The girth should preferably be measured by means of a curb chain passed round the ship outboard at the place where the extreme breadth has been measured (see Figs. 126 and 127). The chain must be hauled tight perpendicularly to the keel line, and the upper side of the uppermost deck shall be marked on it. The girth is then found when measuring on the chain the distance between the points marked off on the chain.

Calculation of the Cubic Capacity of the Space below the Uppermost Deck.

ARTICLE 85.

The cubic capacity of the space below the uppermost deck is calculated by adding together half the girth and half the extreme

¹ *Note.* — When applying Rule II, all 'tween-deck spaces and open shelter-deck spaces will be included in the space below the uppermost deck. Other open superstructures, however, must be dealt with in accordance with the provisions of Article 58.

outside breadth. The sum thus obtained is squared, the result being multiplied by the length. This product is then multiplied, when using feet, by the factor 0.0017 in the case of wooden or composite ships and 0.0018 in the case of steel ships, and, when using metres, by the factors 0.17 and 0.18 respectively. This last product shall be deemed to be the cubic capacity of the space below the uppermost deck in register tons or in cubic metres.

ARTICLE 86.

When applying Rule II no measurement of double bottom tanks shall be carried out.

Superstructures, etc.

ARTICLE 87.

Spaces on or above the uppermost deck (forecastles, breaks, deck-houses, hatchways, etc.) shall be dealt with in accordance with the relevant provisions of Part III.

Measurement and Calculation of Cubic Capacity of Superstructures.

ARTICLE 88.

The measurement of all superstructures and hatchways on or above the uppermost deck shall be carried out by ascertaining their mean breadth, mean length and mean height, if practicable in accordance with the provisions contained in Part III. In no case, however, more than one breadth shall be used. When it is impracticable to ascertain internal measurements, external measurements shall be taken.

The cubic capacity of such spaces is ascertained by multiplying the length by the breadth, and the product of the area thus obtained, by the height. This last product shall be deemed to be the cubic capacity in cubic feet or in cubic metres.

Measurement and Calculation of the Deductible Spaces.

ARTICLE 89.

The deductible spaces referred to in Article 7 shall be measured and their cubic capacity ascertained in accordance with the provisions of Article 88. All deductions shall be subject to the limitations and restrictions imposed by Part IV and when it is impossible for any space to calculate such limitations and restrictions (*e.g.*, in case of water-ballast spaces) no deduction shall be allowed for the space concerned.

PART VI.

IDENTIFICATION DIMENSIONS.

Identification Dimensions when applying Rule I.

ARTICLE 90.

(1) The identification *length*¹ is the length from the fore side of the uppermost end of the stem (for wooden ships see Figure 128) to the aft side of the uppermost end of the sternpost.

Should no sternpost exist, the length is taken to the point of intersection of the foreside of the rudder-stock (or its line of continuation) with the uppermost deck.

(2) The identification *breadth* is the extreme outside breadth which is ascertained in the same manner as indicated under Article 84 for the breadth under Rule II (see Figure 125).

Rubbing-pieces should not be included in this breadth.

(3) The identification *depth* is the vertical distance measured in the middle plane at half the identification length between the underside of the tonnage deck and the upper side of the outer plating or planking in the ship's bottom (see Figure 129).

Identification Dimensions when applying Rule II.

ARTICLE 91.

The identification dimensions for ships measured under Rule II shall be the length, the breadth and girth determined in accordance with the terms of Article 84.

¹ *Note.* — When the tonnage length has been ascertained, the identification length will easily be found by adding to or deducting from the tonnage length, as the case may be, the length of the horizontal distances measured in the middle plane between the extreme points of the tonnage length and the points mentioned above (see Figure 124).

Tableau I A

INDIQUANT EN PIEDS L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES «HAUTEURS DE TONNAGE»

La « hauteur de tonnage » au milieu de la longueur de tonnage n'exécède pas 16 pieds.

Table I A

INDICATING IN FEET COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length does not exceed 16 feet.

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs - 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs - 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs - 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs - 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 2,00 | 0,500 | 0,17 | 3,00 | 0,750 | 0,25 | 4,00 | 1,000 | 0,33 | 5,00 | 1,250 | 0,42 |
| ,05 | 0,512 | 0,17 | ,05 | 0,762 | 0,25 | ,05 | 1,012 | 0,34 | ,05 | 1,262 | 0,42 |
| ,10 | 0,525 | 0,18 | ,10 | 0,775 | 0,26 | ,10 | 1,025 | 0,34 | ,10 | 1,275 | 0,43 |
| ,15 | 0,537 | 0,18 | ,15 | 0,787 | 0,26 | ,15 | 1,037 | 0,35 | ,15 | 1,287 | 0,43 |
| ,20 | 0,550 | 0,18 | ,20 | 0,800 | 0,27 | ,20 | 1,050 | 0,35 | ,20 | 1,300 | 0,43 |
| ,25 | 0,562 | 0,19 | ,25 | 0,812 | 0,27 | ,25 | 1,062 | 0,35 | ,25 | 1,312 | 0,44 |
| ,30 | 0,575 | 0,19 | ,30 | 0,825 | 0,28 | ,30 | 1,075 | 0,36 | ,30 | 1,325 | 0,44 |
| ,35 | 0,587 | 0,20 | ,35 | 0,837 | 0,28 | ,35 | 1,087 | 0,36 | ,35 | 1,337 | 0,45 |
| ,40 | 0,600 | 0,20 | ,40 | 0,850 | 0,28 | ,40 | 1,100 | 0,37 | ,40 | 1,350 | 0,45 |
| ,45 | 0,612 | 0,20 | ,45 | 0,862 | 0,29 | ,45 | 1,112 | 0,37 | ,45 | 1,362 | 0,45 |
| ,50 | 0,625 | 0,21 | ,50 | 0,875 | 0,29 | ,50 | 1,125 | 0,38 | ,50 | 1,375 | 0,46 |
| ,55 | 0,637 | 0,21 | ,55 | 0,887 | 0,30 | ,55 | 1,137 | 0,38 | ,55 | 1,387 | 0,46 |
| ,60 | 0,650 | 0,22 | ,60 | 0,900 | 0,30 | ,60 | 1,150 | 0,38 | ,60 | 1,400 | 0,47 |
| ,65 | 0,662 | 0,22 | ,65 | 0,912 | 0,30 | ,65 | 1,162 | 0,39 | ,65 | 1,412 | 0,47 |
| ,70 | 0,675 | 0,23 | ,70 | 0,925 | 0,31 | ,70 | 1,175 | 0,39 | ,70 | 1,425 | 0,48 |
| ,75 | 0,687 | 0,23 | ,75 | 0,937 | 0,31 | ,75 | 1,187 | 0,40 | ,75 | 1,437 | 0,48 |
| ,80 | 0,700 | 0,23 | ,80 | 0,950 | 0,32 | ,80 | 1,200 | 0,40 | ,80 | 1,450 | 0,48 |
| ,85 | 0,712 | 0,24 | ,85 | 0,962 | 0,32 | ,85 | 1,212 | 0,40 | ,85 | 1,462 | 0,49 |
| ,90 | 0,725 | 0,24 | ,90 | 0,975 | 0,33 | ,90 | 1,225 | 0,41 | ,90 | 1,475 | 0,49 |
| ,95 | 0,737 | 0,25 | ,95 | 0,987 | 0,33 | ,95 | 1,237 | 0,41 | ,95 | 1,487 | 0,50 |
| 6,00 | 1,500 | 0,50 | 7,00 | 1,750 | 0,58 | 8,00 | 2,000 | 0,67 | 9,00 | 2,250 | 0,75 |
| ,05 | 1,512 | 0,50 | ,05 | 1,762 | 0,59 | ,05 | 2,012 | 0,67 | ,05 | 2,262 | 0,75 |
| ,10 | 1,525 | 0,51 | ,10 | 1,775 | 0,59 | ,10 | 2,025 | 0,68 | ,10 | 2,275 | 0,76 |
| ,15 | 1,537 | 0,51 | ,15 | 1,787 | 0,60 | ,15 | 2,037 | 0,68 | ,15 | 2,287 | 0,76 |
| ,20 | 1,550 | 0,52 | ,20 | 1,800 | 0,60 | ,20 | 2,050 | 0,68 | ,20 | 2,300 | 0,77 |
| ,25 | 1,562 | 0,52 | ,25 | 1,812 | 0,60 | ,25 | 2,062 | 0,69 | ,25 | 2,312 | 0,77 |
| ,30 | 1,575 | 0,53 | ,30 | 1,825 | 0,61 | ,30 | 2,075 | 0,69 | ,30 | 2,325 | 0,78 |
| ,35 | 1,587 | 0,53 | ,35 | 1,837 | 0,61 | ,35 | 2,087 | 0,70 | ,35 | 2,337 | 0,78 |
| ,40 | 1,600 | 0,53 | ,40 | 1,850 | 0,62 | ,40 | 2,100 | 0,70 | ,40 | 2,350 | 0,78 |
| ,45 | 1,612 | 0,54 | ,45 | 1,862 | 0,62 | ,45 | 2,112 | 0,70 | ,45 | 2,362 | 0,79 |
| ,50 | 1,625 | 0,54 | ,50 | 1,875 | 0,63 | ,50 | 2,125 | 0,71 | ,50 | 2,375 | 0,79 |
| ,55 | 1,637 | 0,55 | ,55 | 1,887 | 0,63 | ,55 | 2,137 | 0,71 | ,55 | 2,387 | 0,80 |
| ,60 | 1,650 | 0,55 | ,60 | 1,900 | 0,63 | ,60 | 2,150 | 0,72 | ,60 | 2,400 | 0,80 |
| ,65 | 1,662 | 0,55 | ,65 | 1,912 | 0,64 | ,65 | 2,162 | 0,72 | ,65 | 2,412 | 0,80 |
| ,70 | 1,675 | 0,56 | ,70 | 1,925 | 0,64 | ,70 | 2,175 | 0,73 | ,70 | 2,425 | 0,81 |
| ,75 | 1,687 | 0,56 | ,75 | 1,937 | 0,65 | ,75 | 2,187 | 0,73 | ,75 | 2,437 | 0,81 |
| ,80 | 1,700 | 0,57 | ,80 | 1,950 | 0,65 | ,80 | 2,200 | 0,73 | ,80 | 2,450 | 0,82 |
| ,85 | 1,712 | 0,57 | ,85 | 1,962 | 0,65 | ,85 | 2,212 | 0,74 | ,85 | 2,462 | 0,82 |
| ,90 | 1,725 | 0,58 | ,90 | 1,975 | 0,66 | ,90 | 2,225 | 0,74 | ,90 | 2,475 | 0,83 |
| ,95 | 1,737 | 0,58 | ,95 | 1,987 | 0,66 | ,95 | 2,237 | 0,75 | ,95 | 2,487 | 0,83 |

Tableau I A (suite)

Table I A (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 10,00 | 2,500 | 0,83 | 11,00 | 2,750 | 0,92 | 12,00 | 3,000 | 1,00 | 13,00 | 3,250 | 1,08 |
| ,05 | 2,512 | 0,84 | ,05 | 2,762 | 0,92 | ,05 | 3,012 | 1,00 | ,05 | 3,262 | 1,09 |
| ,10 | 2,525 | 0,84 | ,10 | 2,775 | 0,93 | ,10 | 3,025 | 1,01 | ,10 | 3,275 | 1,09 |
| ,15 | 2,537 | 0,85 | ,15 | 2,787 | 0,93 | ,15 | 3,037 | 1,01 | ,15 | 3,287 | 1,10 |
| ,20 | 2,550 | 0,85 | ,20 | 2,800 | 0,93 | ,20 | 3,050 | 1,02 | ,20 | 3,300 | 1,10 |
| ,25 | 2,562 | 0,85 | ,25 | 2,812 | 0,94 | ,25 | 3,062 | 1,02 | ,25 | 3,312 | 1,10 |
| ,30 | 2,575 | 0,86 | ,30 | 2,825 | 0,94 | ,30 | 3,075 | 1,03 | ,30 | 3,325 | 1,11 |
| ,35 | 2,587 | 0,86 | ,35 | 2,837 | 0,95 | ,35 | 3,087 | 1,03 | ,35 | 3,337 | 1,11 |
| ,40 | 2,600 | 0,87 | ,40 | 2,850 | 0,95 | ,40 | 3,100 | 1,03 | ,40 | 3,350 | 1,12 |
| ,45 | 2,612 | 0,87 | ,45 | 2,862 | 0,95 | ,45 | 3,112 | 1,04 | ,45 | 3,362 | 1,12 |
| ,50 | 2,625 | 0,88 | ,50 | 2,875 | 0,96 | ,50 | 3,125 | 1,04 | ,50 | 3,375 | 1,13 |
| ,55 | 2,637 | 0,88 | ,55 | 2,887 | 0,96 | ,55 | 3,137 | 1,05 | ,55 | 3,387 | 1,13 |
| ,60 | 2,650 | 0,88 | ,60 | 2,900 | 0,97 | ,60 | 3,150 | 1,05 | ,60 | 3,400 | 1,13 |
| ,65 | 2,662 | 0,89 | ,65 | 2,912 | 0,97 | ,65 | 3,162 | 1,05 | ,65 | 3,412 | 1,14 |
| ,70 | 2,675 | 0,89 | ,70 | 2,925 | 0,98 | ,70 | 3,175 | 1,06 | ,70 | 3,425 | 1,14 |
| ,75 | 2,687 | 0,90 | ,75 | 2,937 | 0,98 | ,75 | 3,187 | 1,06 | ,75 | 3,437 | 1,15 |
| ,80 | 2,700 | 0,90 | ,80 | 2,950 | 0,98 | ,80 | 3,200 | 1,07 | ,80 | 3,450 | 1,15 |
| ,85 | 2,712 | 0,90 | ,85 | 2,962 | 0,99 | ,85 | 3,212 | 1,07 | ,85 | 3,462 | 1,15 |
| ,90 | 2,725 | 0,91 | ,90 | 2,975 | 0,99 | ,90 | 3,225 | 1,08 | ,90 | 3,475 | 1,16 |
| ,95 | 2,737 | 0,91 | ,95 | 2,987 | 1,00 | ,95 | 3,237 | 1,08 | ,95 | 3,487 | 1,16 |
| 14,00 | 3,500 | 1,17 | 15,00 | 3,750 | 1,25 | 16,00 | 4,000 | 1,33 | 17,00 | 4,250 | 1,42 |
| ,05 | 3,512 | 1,17 | ,05 | 3,762 | 1,25 | ,05 | 4,012 | 1,34 | ,05 | 4,262 | 1,42 |
| ,10 | 3,525 | 1,18 | ,10 | 3,775 | 1,26 | ,10 | 4,025 | 1,34 | ,10 | 4,275 | 1,43 |
| ,15 | 3,537 | 1,18 | ,15 | 3,787 | 1,26 | ,15 | 4,037 | 1,35 | ,15 | 4,287 | 1,43 |
| ,20 | 3,550 | 1,18 | ,20 | 3,800 | 1,27 | ,20 | 4,050 | 1,35 | ,20 | 4,300 | 1,43 |
| ,25 | 3,562 | 1,19 | ,25 | 3,812 | 1,27 | ,25 | 4,062 | 1,35 | ,25 | 4,312 | 1,44 |
| ,30 | 3,575 | 1,19 | ,30 | 3,825 | 1,28 | ,30 | 4,075 | 1,36 | ,30 | 4,325 | 1,44 |
| ,35 | 3,587 | 1,20 | ,35 | 3,837 | 1,28 | ,35 | 4,087 | 1,36 | ,35 | 4,337 | 1,45 |
| ,40 | 3,600 | 1,20 | ,40 | 3,850 | 1,28 | ,40 | 4,100 | 1,37 | ,40 | 4,350 | 1,45 |
| ,45 | 3,612 | 1,20 | ,45 | 3,862 | 1,29 | ,45 | 4,112 | 1,37 | ,45 | 4,362 | 1,45 |
| ,50 | 3,625 | 1,21 | ,50 | 3,875 | 1,29 | ,50 | 4,125 | 1,38 | ,50 | 4,375 | 1,46 |
| ,55 | 3,637 | 1,21 | ,55 | 3,887 | 1,30 | ,55 | 4,137 | 1,38 | ,55 | 4,387 | 1,46 |
| ,60 | 3,650 | 1,22 | ,60 | 3,900 | 1,30 | ,60 | 4,150 | 1,38 | ,60 | 4,400 | 1,47 |
| ,65 | 3,662 | 1,22 | ,65 | 3,912 | 1,30 | ,65 | 4,162 | 1,39 | ,65 | 4,412 | 1,47 |
| ,70 | 3,675 | 1,23 | ,70 | 3,925 | 1,31 | ,70 | 4,175 | 1,39 | ,70 | 4,425 | 1,48 |
| ,75 | 3,687 | 1,23 | ,75 | 3,937 | 1,31 | ,75 | 4,187 | 1,40 | ,75 | 4,437 | 1,48 |
| ,80 | 3,700 | 1,23 | ,80 | 3,950 | 1,32 | ,80 | 4,200 | 1,40 | ,80 | 4,450 | 1,48 |
| ,85 | 3,712 | 1,24 | ,85 | 3,962 | 1,32 | ,85 | 4,212 | 1,40 | ,85 | 4,462 | 1,49 |
| ,90 | 3,725 | 1,24 | ,90 | 3,975 | 1,33 | ,90 | 4,225 | 1,41 | ,90 | 4,475 | 1,49 |
| ,95 | 3,737 | 1,25 | ,95 | 3,987 | 1,33 | ,95 | 4,237 | 1,41 | ,95 | 4,487 | 1,50 |

Tableau I A (suite)

Table I A (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 18,00 | 4,500 | 1,50 | 19,00 | 4,750 | 1,58 | 20,00 | 5,000 | 1,67 | 21,00 | 5,250 | 1,75 |
| ,05 | 4,512 | 1,50 | ,05 | 4,762 | 1,59 | ,05 | 5,012 | 1,67 | ,05 | 5,262 | 1,75 |
| ,10 | 4,525 | 1,51 | ,10 | 4,775 | 1,59 | ,10 | 5,025 | 1,68 | ,10 | 5,275 | 1,76 |
| ,15 | 4,537 | 1,51 | ,15 | 4,787 | 1,60 | ,15 | 5,037 | 1,68 | ,15 | 5,287 | 1,76 |
| ,20 | 4,550 | 1,52 | ,20 | 4,800 | 1,60 | ,20 | 5,050 | 1,68 | ,20 | 5,300 | 1,77 |
| ,25 | 4,562 | 1,52 | ,25 | 4,812 | 1,60 | ,25 | 5,062 | 1,69 | ,25 | 5,312 | 1,77 |
| ,30 | 4,575 | 1,53 | ,30 | 4,825 | 1,61 | ,30 | 5,075 | 1,69 | ,30 | 5,325 | 1,78 |
| ,35 | 4,587 | 1,53 | ,35 | 4,837 | 1,61 | ,35 | 5,087 | 1,70 | ,35 | 5,337 | 1,78 |
| ,40 | 4,600 | 1,53 | ,40 | 4,850 | 1,62 | ,40 | 5,100 | 1,70 | ,40 | 5,350 | 1,78 |
| ,45 | 4,612 | 1,54 | ,45 | 4,862 | 1,62 | ,45 | 5,112 | 1,70 | ,45 | 5,362 | 1,79 |
| ,50 | 4,625 | 1,54 | ,50 | 4,875 | 1,63 | ,50 | 5,125 | 1,71 | ,50 | 5,375 | 1,79 |
| ,55 | 4,637 | 1,55 | ,55 | 4,887 | 1,63 | ,55 | 5,137 | 1,71 | ,55 | 5,387 | 1,80 |
| ,60 | 4,650 | 1,55 | ,60 | 4,900 | 1,63 | ,60 | 5,150 | 1,72 | ,60 | 5,400 | 1,80 |
| ,65 | 4,662 | 1,55 | ,65 | 4,912 | 1,64 | ,65 | 5,162 | 1,72 | ,65 | 5,412 | 1,80 |
| ,70 | 4,675 | 1,56 | ,70 | 4,925 | 1,64 | ,70 | 5,175 | 1,73 | ,70 | 5,425 | 1,81 |
| ,75 | 4,687 | 1,56 | ,75 | 4,937 | 1,65 | ,75 | 5,187 | 1,73 | ,75 | 5,437 | 1,81 |
| ,80 | 4,700 | 1,57 | ,80 | 4,950 | 1,65 | ,80 | 5,200 | 1,73 | ,80 | 5,450 | 1,82 |
| ,85 | 4,712 | 1,57 | ,85 | 4,962 | 1,65 | ,85 | 5,212 | 1,74 | ,85 | 5,462 | 1,82 |
| ,90 | 4,725 | 1,58 | ,90 | 4,975 | 1,66 | ,90 | 5,225 | 1,74 | ,90 | 5,475 | 1,83 |
| ,95 | 4,737 | 1,58 | ,95 | 4,987 | 1,66 | ,95 | 5,237 | 1,75 | ,95 | 5,487 | 1,83 |
| 22,00 | 5,500 | 1,83 | 23,00 | 5,750 | 1,92 | 24,00 | 6,000 | 2,00 | 25,00 | 6,250 | 2,08 |
| ,05 | 5,512 | 1,84 | ,05 | 5,762 | 1,92 | ,05 | 6,012 | 2,00 | ,05 | 6,262 | 2,09 |
| ,10 | 5,525 | 1,84 | ,10 | 5,775 | 1,93 | ,10 | 6,025 | 2,01 | ,10 | 6,275 | 2,09 |
| ,15 | 5,537 | 1,85 | ,15 | 5,787 | 1,93 | ,15 | 6,037 | 2,01 | ,15 | 6,287 | 2,10 |
| ,20 | 5,550 | 1,85 | ,20 | 5,800 | 1,93 | ,20 | 6,050 | 2,02 | ,20 | 6,300 | 2,10 |
| ,25 | 5,562 | 1,85 | ,25 | 5,812 | 1,94 | ,25 | 6,062 | 2,02 | ,25 | 6,312 | 2,10 |
| ,30 | 5,575 | 1,86 | ,30 | 5,825 | 1,94 | ,30 | 6,075 | 2,03 | ,30 | 6,325 | 2,11 |
| ,35 | 5,587 | 1,86 | ,35 | 5,837 | 1,95 | ,35 | 6,087 | 2,03 | ,35 | 6,337 | 2,11 |
| ,40 | 5,600 | 1,87 | ,40 | 5,850 | 1,95 | ,40 | 6,100 | 2,03 | ,40 | 6,350 | 2,12 |
| ,45 | 5,612 | 1,87 | ,45 | 5,862 | 1,95 | ,45 | 6,112 | 2,04 | ,45 | 6,362 | 2,12 |
| ,50 | 5,625 | 1,88 | ,50 | 5,875 | 1,96 | ,50 | 6,125 | 2,04 | ,50 | 6,375 | 2,13 |
| ,55 | 5,637 | 1,88 | ,55 | 5,887 | 1,96 | ,55 | 6,137 | 2,05 | ,55 | 6,387 | 2,13 |
| ,60 | 5,650 | 1,88 | ,60 | 5,900 | 1,97 | ,60 | 6,150 | 2,05 | ,60 | 6,400 | 2,13 |
| ,65 | 5,662 | 1,89 | ,65 | 5,912 | 1,97 | ,65 | 6,162 | 2,05 | ,65 | 6,412 | 2,14 |
| ,70 | 5,675 | 1,89 | ,70 | 5,925 | 1,98 | ,70 | 6,175 | 2,06 | ,70 | 6,425 | 2,14 |
| ,75 | 5,687 | 1,90 | ,75 | 5,937 | 1,98 | ,75 | 6,187 | 2,06 | ,75 | 6,437 | 2,15 |
| ,80 | 5,700 | 1,90 | ,80 | 5,950 | 1,98 | ,80 | 6,200 | 2,07 | ,80 | 6,450 | 2,15 |
| ,85 | 5,712 | 1,90 | ,85 | 5,962 | 1,99 | ,85 | 6,212 | 2,07 | ,85 | 6,462 | 2,15 |
| ,90 | 5,725 | 1,91 | ,90 | 5,975 | 1,99 | ,90 | 6,225 | 2,08 | ,90 | 6,475 | 2,16 |
| ,95 | 5,737 | 1,91 | ,95 | 5,987 | 2,00 | ,95 | 6,237 | 2,08 | ,95 | 6,487 | 2,16 |

Tableau I A (suite)

Table I A (continued)

| Hauteur de tonnage Tonnage depth | | | Hauteur de tonnage Tonnage depth | | | Hauteur de tonnage Tonnage depth | | | Hauteur de tonnage Tonnage depth | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| $\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth | $\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths | $\frac{1}{4}$ intervalle commun entre largeurs — $\frac{1}{4}$ common interval between breadths | $\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth | $\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths | $\frac{1}{4}$ intervalle commun entre largeurs — $\frac{1}{4}$ common interval between breadths | $\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth | $\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths | $\frac{1}{4}$ intervalle commun entre largeurs — $\frac{1}{4}$ common interval between breadths | $\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth | $\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths | $\frac{1}{4}$ intervalle commun entre largeurs — $\frac{1}{4}$ common interval between breadths |
| 26,00 | 6,500 | 2,17 | 27,00 | 6,750 | 2,25 | 28,00 | 7,000 | 2,33 | 29,00 | 7,250 | 2,42 |
| ,05 | 6,512 | 2,17 | ,05 | 6,762 | 2,25 | ,05 | 7,012 | 2,34 | ,05 | 7,262 | 2,42 |
| ,10 | 6,525 | 2,18 | ,10 | 6,775 | 2,26 | ,10 | 7,025 | 2,34 | ,10 | 7,275 | 2,43 |
| ,15 | 6,537 | 2,18 | ,15 | 6,787 | 2,26 | ,15 | 7,037 | 2,35 | ,15 | 7,287 | 2,43 |
| ,20 | 6,550 | 2,18 | ,20 | 6,800 | 2,27 | ,20 | 7,050 | 2,35 | ,20 | 7,300 | 2,43 |
| ,25 | 6,562 | 2,19 | ,25 | 6,812 | 2,27 | ,25 | 7,062 | 2,35 | ,25 | 7,312 | 2,44 |
| ,30 | 6,575 | 2,19 | ,30 | 6,825 | 2,28 | ,30 | 7,075 | 2,36 | ,30 | 7,325 | 2,44 |
| ,35 | 6,587 | 2,20 | ,35 | 6,837 | 2,28 | ,35 | 7,087 | 2,36 | ,35 | 7,337 | 2,45 |
| ,40 | 6,600 | 2,20 | ,40 | 6,850 | 2,28 | ,40 | 7,100 | 2,37 | ,40 | 7,350 | 2,45 |
| ,45 | 6,612 | 2,20 | ,45 | 6,862 | 2,29 | ,45 | 7,112 | 2,37 | ,45 | 7,362 | 2,45 |
| ,50 | 6,625 | 2,21 | ,50 | 6,875 | 2,29 | ,50 | 7,125 | 2,38 | ,50 | 7,375 | 2,46 |
| ,55 | 6,637 | 2,21 | ,55 | 6,887 | 2,30 | ,55 | 7,137 | 2,38 | ,55 | 7,387 | 2,46 |
| ,60 | 6,650 | 2,22 | ,60 | 6,900 | 2,30 | ,60 | 7,150 | 2,38 | ,60 | 7,400 | 2,47 |
| ,65 | 6,662 | 2,22 | ,65 | 6,912 | 2,30 | ,65 | 7,162 | 2,39 | ,65 | 7,412 | 2,47 |
| ,70 | 6,675 | 2,23 | ,70 | 6,925 | 2,31 | ,70 | 7,175 | 2,39 | ,70 | 7,425 | 2,48 |
| ,75 | 6,687 | 2,23 | ,75 | 6,937 | 2,31 | ,75 | 7,187 | 2,40 | ,75 | 7,437 | 2,48 |
| ,80 | 6,700 | 2,23 | ,80 | 6,950 | 2,32 | ,80 | 7,200 | 2,40 | ,80 | 7,450 | 2,48 |
| ,85 | 6,712 | 2,24 | ,85 | 6,962 | 2,32 | ,85 | 7,212 | 2,40 | ,85 | 7,462 | 2,49 |
| ,90 | 6,725 | 2,24 | ,90 | 6,975 | 2,33 | ,90 | 7,225 | 2,41 | ,90 | 7,475 | 2,49 |
| ,95 | 6,737 | 2,25 | ,95 | 6,987 | 2,33 | ,95 | 7,237 | 2,41 | ,95 | 7,487 | 2,50 |
| 30,00 | 7,500 | 2,50 | 30,25 | 7,562 | 2,52 | 30,50 | 7,625 | 2,54 | 30,75 | 7,687 | 2,56 |
| ,05 | 7,512 | 2,50 | ,30 | 7,575 | 2,53 | ,55 | 7,637 | 2,55 | ,80 | 7,700 | 2,57 |
| ,10 | 7,525 | 2,51 | ,35 | 7,587 | 2,53 | ,60 | 7,650 | 2,55 | ,85 | 7,712 | 2,57 |
| ,15 | 7,537 | 2,51 | ,40 | 7,600 | 2,53 | ,65 | 7,662 | 2,55 | ,90 | 7,725 | 2,58 |
| ,20 | 7,550 | 2,52 | ,45 | 7,612 | 2,54 | ,70 | 7,675 | 2,56 | ,95 | 7,737 | 2,58 |

Tableau I B

INDIQUANT EN PIEDS L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE ».

La « hauteur de tonnage » au milieu de la longueur de tonnage *excède* 16 pieds.

Table I B

INDICATING IN FEET COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length *exceeds* 16 feet.

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 14,00 | 2,333 | 0,78 | 15,00 | 2,500 | 0,83 | 16,00 | 2,666 | 0,89 | 17,00 | 2,833 | 0,94 |
| ,05 | 2,341 | 0,78 | ,05 | 2,508 | 0,84 | ,05 | 2,675 | 0,89 | ,05 | 2,841 | 0,95 |
| ,10 | 2,350 | 0,78 | ,10 | 2,516 | 0,84 | ,10 | 2,683 | 0,89 | ,10 | 2,850 | 0,95 |
| ,15 | 2,358 | 0,79 | ,15 | 2,525 | 0,84 | ,15 | 2,691 | 0,90 | ,15 | 2,858 | 0,95 |
| ,20 | 2,366 | 0,79 | ,20 | 2,533 | 0,84 | ,20 | 2,700 | 0,90 | ,20 | 2,866 | 0,96 |
| ,25 | 2,375 | 0,79 | ,25 | 2,541 | 0,85 | ,25 | 2,708 | 0,90 | ,25 | 2,875 | 0,96 |
| ,30 | 2,383 | 0,79 | ,30 | 2,550 | 0,85 | ,30 | 2,716 | 0,91 | ,30 | 2,883 | 0,96 |
| ,35 | 2,391 | 0,80 | ,35 | 2,558 | 0,85 | ,35 | 2,725 | 0,91 | ,35 | 2,891 | 0,96 |
| ,40 | 2,400 | 0,80 | ,40 | 2,566 | 0,86 | ,40 | 2,733 | 0,91 | ,40 | 2,900 | 0,97 |
| ,45 | 2,408 | 0,80 | ,45 | 2,575 | 0,86 | ,45 | 2,741 | 0,91 | ,45 | 2,908 | 0,97 |
| ,50 | 2,416 | 0,81 | ,50 | 2,583 | 0,86 | ,50 | 2,750 | 0,92 | ,50 | 2,916 | 0,97 |
| ,55 | 2,425 | 0,81 | ,55 | 2,591 | 0,86 | ,55 | 2,758 | 0,92 | ,55 | 2,925 | 0,98 |
| ,60 | 2,433 | 0,81 | ,60 | 2,600 | 0,87 | ,60 | 2,766 | 0,92 | ,60 | 2,933 | 0,98 |
| ,65 | 2,441 | 0,81 | ,65 | 2,608 | 0,87 | ,65 | 2,775 | 0,93 | ,65 | 2,941 | 0,98 |
| ,70 | 2,450 | 0,82 | ,70 | 2,616 | 0,87 | ,70 | 2,783 | 0,93 | ,70 | 2,950 | 0,98 |
| ,75 | 2,458 | 0,82 | ,75 | 2,625 | 0,88 | ,75 | 2,791 | 0,93 | ,75 | 2,958 | 0,99 |
| ,80 | 2,466 | 0,82 | ,80 | 2,633 | 0,88 | ,80 | 2,800 | 0,93 | ,80 | 2,966 | 0,99 |
| ,85 | 2,475 | 0,83 | ,85 | 2,641 | 0,88 | ,85 | 2,808 | 0,94 | ,85 | 2,975 | 0,99 |
| ,90 | 2,483 | 0,83 | ,90 | 2,650 | 0,88 | ,90 | 2,816 | 0,94 | ,90 | 2,983 | 0,99 |
| ,95 | 2,491 | 0,83 | ,95 | 2,658 | 0,89 | ,95 | 2,825 | 0,94 | ,95 | 2,991 | 1,00 |
| 18,00 | 3,000 | 1,00 | 19,00 | 3,166 | 1,06 | 20,00 | 3,333 | 1,11 | 21,00 | 3,500 | 1,17 |
| ,05 | 3,008 | 1,00 | ,05 | 3,175 | 1,06 | ,05 | 3,341 | 1,11 | ,05 | 3,508 | 1,17 |
| ,10 | 3,016 | 1,01 | ,10 | 3,183 | 1,06 | ,10 | 3,350 | 1,12 | ,10 | 3,516 | 1,17 |
| ,15 | 3,025 | 1,01 | ,15 | 3,191 | 1,06 | ,15 | 3,358 | 1,12 | ,15 | 3,525 | 1,18 |
| ,20 | 3,033 | 1,01 | ,20 | 3,200 | 1,07 | ,20 | 3,366 | 1,12 | ,20 | 3,533 | 1,18 |
| ,25 | 3,041 | 1,01 | ,25 | 3,208 | 1,07 | ,25 | 3,375 | 1,13 | ,25 | 3,541 | 1,18 |
| ,30 | 3,050 | 1,02 | ,30 | 3,216 | 1,07 | ,30 | 3,383 | 1,13 | ,30 | 3,550 | 1,18 |
| ,35 | 3,058 | 1,02 | ,35 | 3,225 | 1,08 | ,35 | 3,391 | 1,13 | ,35 | 3,558 | 1,19 |
| ,40 | 3,066 | 1,02 | ,40 | 3,233 | 1,08 | ,40 | 3,400 | 1,13 | ,40 | 3,566 | 1,19 |
| ,45 | 3,075 | 1,03 | ,45 | 3,241 | 1,08 | ,45 | 3,408 | 1,14 | ,45 | 3,575 | 1,19 |
| ,50 | 3,083 | 1,03 | ,50 | 3,250 | 1,08 | ,50 | 3,416 | 1,14 | ,50 | 3,583 | 1,19 |
| ,55 | 3,091 | 1,03 | ,55 | 3,258 | 1,09 | ,55 | 3,425 | 1,14 | ,55 | 3,591 | 1,20 |
| ,60 | 3,100 | 1,03 | ,60 | 3,266 | 1,09 | ,60 | 3,433 | 1,14 | ,60 | 3,600 | 1,20 |
| ,65 | 3,108 | 1,04 | ,65 | 3,275 | 1,09 | ,65 | 3,441 | 1,15 | ,65 | 3,608 | 1,20 |
| ,70 | 3,116 | 1,04 | ,70 | 3,283 | 1,09 | ,70 | 3,450 | 1,15 | ,70 | 3,616 | 1,21 |
| ,75 | 3,125 | 1,04 | ,75 | 3,291 | 1,10 | ,75 | 3,458 | 1,15 | ,75 | 3,625 | 1,21 |
| ,80 | 3,133 | 1,04 | ,80 | 3,300 | 1,10 | ,80 | 3,466 | 1,16 | ,80 | 3,633 | 1,21 |
| ,85 | 3,141 | 1,05 | ,85 | 3,308 | 1,10 | ,85 | 3,475 | 1,16 | ,85 | 3,641 | 1,21 |
| ,90 | 3,150 | 1,05 | ,90 | 3,316 | 1,11 | ,90 | 3,483 | 1,16 | ,90 | 3,650 | 1,22 |
| ,95 | 3,158 | 1,05 | ,95 | 3,325 | 1,11 | ,95 | 3,491 | 1,16 | ,95 | 3,658 | 1,22 |

Tableau I B (suite)

Table I B (continued)

| Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth. | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|--|---|-------------------------------------|---|---|
| 22,00 | 3,666 | 1,22 | 23,00 | 3,833 | 1,28 | 24,00 | 4,000 | 1,33 | 25,00 | 4,166 | 1,39 |
| ,05 | 3,675 | 1,23 | ,05 | 3,841 | 1,28 | ,05 | 4,008 | 1,34 | ,05 | 4,175 | 1,39 |
| ,10 | 3,683 | 1,23 | ,10 | 3,850 | 1,28 | ,10 | 4,016 | 1,34 | ,10 | 4,183 | 1,39 |
| ,15 | 3,691 | 1,23 | ,15 | 3,858 | 1,29 | ,15 | 4,025 | 1,34 | ,15 | 4,191 | 1,40 |
| ,20 | 3,700 | 1,23 | ,20 | 3,866 | 1,29 | ,20 | 4,033 | 1,34 | ,20 | 4,200 | 1,40 |
| ,25 | 3,708 | 1,24 | ,25 | 3,875 | 1,29 | ,25 | 4,041 | 1,35 | ,25 | 4,208 | 1,40 |
| ,30 | 3,716 | 1,24 | ,30 | 3,883 | 1,29 | ,30 | 4,050 | 1,35 | ,30 | 4,216 | 1,41 |
| ,35 | 3,725 | 1,24 | ,35 | 3,891 | 1,30 | ,35 | 4,058 | 1,35 | ,35 | 4,225 | 1,41 |
| ,40 | 3,733 | 1,24 | ,40 | 3,900 | 1,30 | ,40 | 4,066 | 1,36 | ,40 | 4,233 | 1,41 |
| ,45 | 3,741 | 1,25 | ,45 | 3,908 | 1,30 | ,45 | 4,075 | 1,36 | ,45 | 4,241 | 1,41 |
| ,50 | 3,750 | 1,25 | ,50 | 3,916 | 1,31 | ,50 | 4,083 | 1,36 | ,50 | 4,250 | 1,42 |
| ,55 | 3,758 | 1,25 | ,55 | 3,925 | 1,31 | ,55 | 4,091 | 1,36 | ,55 | 4,258 | 1,42 |
| ,60 | 3,766 | 1,26 | ,60 | 3,933 | 1,31 | ,60 | 4,100 | 1,37 | ,60 | 4,266 | 1,42 |
| ,65 | 3,775 | 1,26 | ,65 | 3,941 | 1,31 | ,65 | 4,108 | 1,37 | ,65 | 4,275 | 1,43 |
| ,70 | 3,783 | 1,26 | ,70 | 3,950 | 1,32 | ,70 | 4,116 | 1,37 | ,70 | 4,283 | 1,43 |
| ,75 | 3,791 | 1,26 | ,75 | 3,958 | 1,32 | ,75 | 4,125 | 1,38 | ,75 | 4,291 | 1,43 |
| ,80 | 3,800 | 1,27 | ,80 | 3,966 | 1,32 | ,80 | 4,133 | 1,38 | ,80 | 4,300 | 1,43 |
| ,85 | 3,808 | 1,27 | ,85 | 3,975 | 1,33 | ,85 | 4,141 | 1,38 | ,85 | 4,308 | 1,44 |
| ,90 | 3,816 | 1,27 | ,90 | 3,983 | 1,33 | ,90 | 4,150 | 1,38 | ,90 | 4,316 | 1,44 |
| ,95 | 3,825 | 1,28 | ,95 | 3,991 | 1,33 | ,95 | 4,158 | 1,39 | ,95 | 4,325 | 1,44 |
| 26,00 | 4,333 | 1,44 | 27,00 | 4,500 | 1,50 | 28,00 | 4,666 | 1,56 | 29,00 | 4,833 | 1,61 |
| ,05 | 4,341 | 1,45 | ,05 | 4,508 | 1,50 | ,05 | 4,675 | 1,56 | ,05 | 4,841 | 1,61 |
| ,10 | 4,350 | 1,45 | ,10 | 4,516 | 1,51 | ,10 | 4,683 | 1,56 | ,10 | 4,850 | 1,62 |
| ,15 | 4,358 | 1,45 | ,15 | 4,525 | 1,51 | ,15 | 4,691 | 1,56 | ,15 | 4,858 | 1,62 |
| ,20 | 4,366 | 1,46 | ,20 | 4,533 | 1,51 | ,20 | 4,700 | 1,57 | ,20 | 4,866 | 1,62 |
| ,25 | 4,375 | 1,46 | ,25 | 4,541 | 1,51 | ,25 | 4,708 | 1,57 | ,25 | 4,875 | 1,63 |
| ,30 | 4,383 | 1,46 | ,30 | 4,550 | 1,52 | ,30 | 4,716 | 1,57 | ,30 | 4,883 | 1,63 |
| ,35 | 4,391 | 1,46 | ,35 | 4,558 | 1,52 | ,35 | 4,725 | 1,58 | ,35 | 4,891 | 1,63 |
| ,40 | 4,400 | 1,47 | ,40 | 4,566 | 1,52 | ,40 | 4,733 | 1,58 | ,40 | 4,900 | 1,63 |
| ,45 | 4,408 | 1,47 | ,45 | 4,575 | 1,53 | ,45 | 4,741 | 1,58 | ,45 | 4,908 | 1,64 |
| ,50 | 4,416 | 1,47 | ,50 | 4,583 | 1,53 | ,50 | 4,750 | 1,58 | ,50 | 4,916 | 1,64 |
| ,55 | 4,425 | 1,48 | ,55 | 4,591 | 1,53 | ,55 | 4,758 | 1,59 | ,55 | 4,925 | 1,64 |
| ,60 | 4,433 | 1,48 | ,60 | 4,600 | 1,53 | ,60 | 4,766 | 1,59 | ,60 | 4,933 | 1,64 |
| ,65 | 4,441 | 1,48 | ,65 | 4,608 | 1,54 | ,65 | 4,775 | 1,59 | ,65 | 4,941 | 1,65 |
| ,70 | 4,450 | 1,48 | ,70 | 4,616 | 1,54 | ,70 | 4,783 | 1,59 | ,70 | 4,950 | 1,65 |
| ,75 | 4,458 | 1,49 | ,75 | 4,625 | 1,54 | ,75 | 4,791 | 1,60 | ,75 | 4,958 | 1,65 |
| ,80 | 4,466 | 1,49 | ,80 | 4,633 | 1,54 | ,80 | 4,800 | 1,60 | ,80 | 4,966 | 1,66 |
| ,85 | 4,475 | 1,49 | ,85 | 4,641 | 1,55 | ,85 | 4,808 | 1,60 | ,85 | 4,975 | 1,66 |
| ,90 | 4,483 | 1,49 | ,90 | 4,650 | 1,55 | ,90 | 4,816 | 1,61 | ,90 | 4,983 | 1,66 |
| ,95 | 4,491 | 1,50 | ,95 | 4,658 | 1,55 | ,95 | 4,825 | 1,61 | ,95 | 4,991 | 1,66 |

Tableau I B (suite)

Table I B (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval betw en breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 30,00 | 5,000 | 1,67 | 31,00 | 5,166 | 1,72 | 32,00 | 5,333 | 1,78 | 33,00 | 5,500 | 1,83 |
| ,05 | 5,008 | 1,67 | ,05 | 5,175 | 1,73 | ,05 | 5,341 | 1,78 | ,05 | 5,508 | 1,84 |
| ,10 | 5,016 | 1,67 | ,10 | 5,183 | 1,73 | ,10 | 5,350 | 1,78 | ,10 | 5,516 | 1,84 |
| ,15 | 5,025 | 1,68 | ,15 | 5,191 | 1,73 | ,15 | 5,358 | 1,79 | ,15 | 5,525 | 1,84 |
| ,20 | 5,033 | 1,68 | ,20 | 5,200 | 1,73 | ,20 | 5,366 | 1,79 | ,20 | 5,533 | 1,84 |
| ,25 | 5,041 | 1,68 | ,25 | 5,208 | 1,74 | ,25 | 5,375 | 1,79 | ,25 | 5,541 | 1,85 |
| ,30 | 5,050 | 1,68 | ,30 | 5,216 | 1,74 | ,30 | 5,383 | 1,79 | ,30 | 5,550 | 1,85 |
| ,35 | 5,058 | 1,69 | ,35 | 5,225 | 1,74 | ,35 | 5,391 | 1,80 | ,35 | 5,558 | 1,85 |
| ,40 | 5,066 | 1,69 | ,40 | 5,233 | 1,74 | ,40 | 5,400 | 1,80 | ,40 | 5,566 | 1,86 |
| ,45 | 5,075 | 1,69 | ,45 | 5,241 | 1,75 | ,45 | 5,408 | 1,80 | ,45 | 5,575 | 1,86 |
| ,50 | 5,083 | 1,69 | ,50 | 5,250 | 1,75 | ,50 | 5,416 | 1,81 | ,50 | 5,583 | 1,86 |
| ,55 | 5,091 | 1,70 | ,55 | 5,258 | 1,75 | ,55 | 5,425 | 1,81 | ,55 | 5,591 | 1,86 |
| ,60 | 5,100 | 1,70 | ,60 | 5,266 | 1,76 | ,60 | 5,433 | 1,81 | ,60 | 5,600 | 1,87 |
| ,65 | 5,108 | 1,70 | ,65 | 5,275 | 1,76 | ,65 | 5,441 | 1,81 | ,65 | 5,608 | 1,87 |
| ,70 | 5,116 | 1,71 | ,70 | 5,283 | 1,76 | ,70 | 5,450 | 1,82 | ,70 | 5,616 | 1,87 |
| ,75 | 5,125 | 1,71 | ,75 | 5,291 | 1,76 | ,75 | 5,458 | 1,82 | ,75 | 5,625 | 1,88 |
| ,80 | 5,133 | 1,71 | ,80 | 5,300 | 1,77 | ,80 | 5,466 | 1,82 | ,80 | 5,633 | 1,88 |
| ,85 | 5,141 | 1,71 | ,85 | 5,308 | 1,77 | ,85 | 5,475 | 1,83 | ,85 | 5,641 | 1,88 |
| ,90 | 5,150 | 1,72 | ,90 | 5,316 | 1,77 | ,90 | 5,483 | 1,83 | ,90 | 5,650 | 1,88 |
| ,95 | 5,158 | 1,72 | ,95 | 5,325 | 1,78 | ,95 | 5,491 | 1,83 | ,95 | 5,658 | 1,89 |
| 34,00 | 5,666 | 1,89 | 35,00 | 5,833 | 1,94 | 36,00 | 6,000 | 2,00 | 37,00 | 6,166 | 2,06 |
| ,05 | 5,675 | 1,89 | ,05 | 5,841 | 1,95 | ,05 | 6,008 | 2,00 | ,05 | 6,175 | 2,06 |
| ,10 | 5,683 | 1,89 | ,10 | 5,850 | 1,95 | ,10 | 6,016 | 2,01 | ,10 | 6,183 | 2,06 |
| ,15 | 5,691 | 1,90 | ,15 | 5,858 | 1,95 | ,15 | 6,025 | 2,01 | ,15 | 6,191 | 2,06 |
| ,20 | 5,700 | 1,90 | ,20 | 5,866 | 1,96 | ,20 | 6,033 | 2,01 | ,20 | 6,200 | 2,07 |
| ,25 | 5,708 | 1,90 | ,25 | 5,875 | 1,96 | ,25 | 6,041 | 2,01 | ,25 | 6,208 | 2,07 |
| ,30 | 5,716 | 1,91 | ,30 | 5,883 | 1,96 | ,30 | 6,050 | 2,02 | ,30 | 6,216 | 2,07 |
| ,35 | 5,725 | 1,91 | ,35 | 5,891 | 1,96 | ,35 | 6,058 | 2,02 | ,35 | 6,225 | 2,08 |
| ,40 | 5,733 | 1,91 | ,40 | 5,900 | 1,97 | ,40 | 6,066 | 2,02 | ,40 | 6,233 | 2,08 |
| ,45 | 5,741 | 1,91 | ,45 | 5,908 | 1,97 | ,45 | 6,075 | 2,03 | ,45 | 6,241 | 2,08 |
| ,50 | 5,750 | 1,92 | ,50 | 5,916 | 1,97 | ,50 | 6,083 | 2,03 | ,50 | 6,250 | 2,08 |
| ,55 | 5,758 | 1,92 | ,55 | 5,925 | 1,98 | ,55 | 6,091 | 2,03 | ,55 | 6,258 | 2,09 |
| ,60 | 5,766 | 1,92 | ,60 | 5,933 | 1,98 | ,60 | 6,100 | 2,03 | ,60 | 6,266 | 2,09 |
| ,65 | 5,775 | 1,93 | ,65 | 5,941 | 1,98 | ,65 | 6,108 | 2,04 | ,65 | 6,275 | 2,09 |
| ,70 | 5,783 | 1,93 | ,70 | 5,950 | 1,98 | ,70 | 6,116 | 2,04 | ,70 | 6,283 | 2,09 |
| ,75 | 5,791 | 1,93 | ,75 | 5,958 | 1,99 | ,75 | 6,125 | 2,04 | ,75 | 6,291 | 2,10 |
| ,80 | 5,800 | 1,93 | ,80 | 5,966 | 1,99 | ,80 | 6,133 | 2,04 | ,80 | 6,300 | 2,10 |
| ,85 | 5,808 | 1,94 | ,85 | 5,975 | 1,99 | ,85 | 6,141 | 2,05 | ,85 | 6,308 | 2,10 |
| ,90 | 5,816 | 1,94 | ,90 | 5,983 | 1,99 | ,90 | 6,150 | 2,05 | ,90 | 6,316 | 2,11 |
| ,95 | 5,825 | 1,94 | ,95 | 5,991 | 2,00 | ,95 | 6,158 | 2,05 | ,95 | 6,325 | 2,11 |

Tableau I B (suite)

Table I B (continued)

| Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 38,00 | 6,333 | 2,11 | 39,00 | 6,500 | 2,17 | 40,00 | 6,666 | 2,22 | 41,00 | 6,833 | 2,28 |
| ,05 | 6,341 | 2,11 | ,05 | 6,508 | 2,17 | ,05 | 6,675 | 2,23 | ,05 | 6,841 | 2,28 |
| ,10 | 6,350 | 2,12 | ,10 | 6,516 | 2,17 | ,10 | 6,683 | 2,23 | ,10 | 6,850 | 2,28 |
| ,15 | 6,358 | 2,12 | ,15 | 6,525 | 2,18 | ,15 | 6,691 | 2,23 | ,15 | 6,858 | 2,29 |
| ,20 | 6,366 | 2,12 | ,20 | 6,533 | 2,18 | ,20 | 6,700 | 2,23 | ,20 | 6,866 | 2,29 |
| ,25 | 6,375 | 2,13 | ,25 | 6,541 | 2,18 | ,25 | 6,708 | 2,24 | ,25 | 6,875 | 2,29 |
| ,30 | 6,383 | 2,13 | ,30 | 6,550 | 2,18 | ,30 | 6,716 | 2,24 | ,30 | 6,883 | 2,29 |
| ,35 | 6,391 | 2,13 | ,35 | 6,558 | 2,19 | ,35 | 6,725 | 2,24 | ,35 | 6,891 | 2,30 |
| ,40 | 6,400 | 2,13 | ,40 | 6,566 | 2,19 | ,40 | 6,733 | 2,24 | ,40 | 6,900 | 2,30 |
| ,45 | 6,408 | 2,14 | ,45 | 6,575 | 2,19 | ,45 | 6,741 | 2,25 | ,45 | 6,908 | 2,30 |
| ,50 | 6,416 | 2,14 | ,50 | 6,583 | 2,19 | ,50 | 6,750 | 2,25 | ,50 | 6,916 | 2,31 |
| ,55 | 6,425 | 2,14 | ,55 | 6,591 | 2,20 | ,55 | 6,758 | 2,25 | ,55 | 6,925 | 2,31 |
| ,60 | 6,433 | 2,14 | ,60 | 6,600 | 2,20 | ,60 | 6,766 | 2,26 | ,60 | 6,933 | 2,31 |
| ,65 | 6,441 | 2,15 | ,65 | 6,608 | 2,20 | ,65 | 6,775 | 2,26 | ,65 | 6,941 | 2,31 |
| ,70 | 6,450 | 2,15 | ,70 | 6,616 | 2,21 | ,70 | 6,783 | 2,26 | ,70 | 6,950 | 2,32 |
| ,75 | 6,458 | 2,15 | ,75 | 6,625 | 2,21 | ,75 | 6,791 | 2,26 | ,75 | 6,958 | 2,32 |
| ,80 | 6,466 | 2,16 | ,80 | 6,633 | 2,21 | ,80 | 6,800 | 2,27 | ,80 | 6,966 | 2,32 |
| ,85 | 6,475 | 2,16 | ,85 | 6,641 | 2,21 | ,85 | 6,808 | 2,27 | ,85 | 6,975 | 2,33 |
| ,90 | 6,483 | 2,16 | ,90 | 6,650 | 2,22 | ,90 | 6,816 | 2,27 | ,90 | 6,983 | 2,33 |
| ,95 | 6,491 | 2,16 | ,95 | 6,658 | 2,22 | ,95 | 6,825 | 2,28 | ,95 | 6,991 | 2,33 |
| 42,00 | 7,000 | 2,33 | 43,00 | 7,166 | 2,39 | 44,00 | 7,333 | 2,44 | 45,00 | 7,500 | 2,50 |
| ,05 | 7,008 | 2,34 | ,05 | 7,175 | 2,39 | ,05 | 7,341 | 2,45 | ,05 | 7,508 | 2,50 |
| ,10 | 7,016 | 2,34 | ,10 | 7,183 | 2,39 | ,10 | 7,350 | 2,45 | ,10 | 7,516 | 2,51 |
| ,15 | 7,025 | 2,34 | ,15 | 7,191 | 2,40 | ,15 | 7,358 | 2,45 | ,15 | 7,525 | 2,51 |
| ,20 | 7,033 | 2,34 | ,20 | 7,200 | 2,40 | ,20 | 7,366 | 2,46 | ,20 | 7,533 | 2,51 |
| ,25 | 7,041 | 2,35 | ,25 | 7,208 | 2,40 | ,25 | 7,375 | 2,46 | ,25 | 7,541 | 2,51 |
| ,30 | 7,050 | 2,35 | ,30 | 7,216 | 2,41 | ,30 | 7,383 | 2,46 | ,30 | 7,550 | 2,52 |
| ,35 | 7,058 | 2,35 | ,35 | 7,225 | 2,41 | ,35 | 7,391 | 2,46 | ,35 | 7,558 | 2,52 |
| ,40 | 7,066 | 2,36 | ,40 | 7,233 | 2,41 | ,40 | 7,400 | 2,47 | ,40 | 7,566 | 2,52 |
| ,45 | 7,075 | 2,36 | ,45 | 7,241 | 2,41 | ,45 | 7,408 | 2,47 | ,45 | 7,575 | 2,53 |
| ,50 | 7,083 | 2,36 | ,50 | 7,250 | 2,42 | ,50 | 7,416 | 2,47 | ,50 | 7,583 | 2,53 |
| ,55 | 7,091 | 2,36 | ,55 | 7,258 | 2,42 | ,55 | 7,425 | 2,48 | ,55 | 7,591 | 2,53 |
| ,60 | 7,100 | 2,37 | ,60 | 7,266 | 2,42 | ,60 | 7,433 | 2,48 | ,60 | 7,600 | 2,53 |
| ,65 | 7,108 | 2,37 | ,65 | 7,275 | 2,43 | ,65 | 7,441 | 2,48 | ,65 | 7,608 | 2,54 |
| ,70 | 7,116 | 2,37 | ,70 | 7,283 | 2,43 | ,70 | 7,450 | 2,48 | ,70 | 7,616 | 2,54 |
| ,75 | 7,125 | 2,38 | ,75 | 7,291 | 2,43 | ,75 | 7,458 | 2,49 | ,75 | 7,625 | 2,54 |
| ,80 | 7,133 | 2,38 | ,80 | 7,300 | 2,43 | ,80 | 7,466 | 2,49 | ,80 | 7,633 | 2,54 |
| ,85 | 7,141 | 2,38 | ,85 | 7,308 | 2,44 | ,85 | 7,475 | 2,49 | ,85 | 7,641 | 2,55 |
| ,90 | 7,150 | 2,38 | ,90 | 7,316 | 2,44 | ,90 | 7,483 | 2,49 | ,90 | 7,650 | 2,55 |
| ,95 | 7,158 | 2,39 | ,95 | 7,325 | 2,44 | ,95 | 7,491 | 2,50 | ,95 | 7,658 | 2,55 |

Tableau II A

INDIQUANT EN MÈTRES L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE ».

La « hauteur de tonnage » au milieu de la longueur de tonnage n'exède pas 4 m. 90.

Table II A

INDICATING IN METRES COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth and the middle of the tonnage length does not exceed 4.90 metres.

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 0.50 | 0.1250 | 0.042 | 0.70 | 0.1750 | 0.058 | 0.90 | 0.2250 | 0.075 | 1.10 | 0.2750 | 0.092 |
| 0.51 | 0.1275 | 0.043 | 0.71 | 0.1775 | 0.059 | 0.91 | 0.2275 | 0.076 | 1.11 | 0.2775 | 0.093 |
| 0.52 | 0.1300 | 0.043 | 0.72 | 0.1800 | 0.060 | 0.92 | 0.2300 | 0.077 | 1.12 | 0.2800 | 0.093 |
| 0.53 | 0.1325 | 0.044 | 0.73 | 0.1825 | 0.061 | 0.93 | 0.2325 | 0.078 | 1.13 | 0.2825 | 0.094 |
| 0.54 | 0.1350 | 0.045 | 0.74 | 0.1850 | 0.062 | 0.94 | 0.2350 | 0.078 | 1.14 | 0.2850 | 0.095 |
| 0.55 | 0.1375 | 0.046 | 0.75 | 0.1875 | 0.063 | 0.95 | 0.2375 | 0.079 | 1.15 | 0.2875 | 0.096 |
| 0.56 | 0.1400 | 0.047 | 0.76 | 0.1900 | 0.063 | 0.96 | 0.2400 | 0.080 | 1.16 | 0.2900 | 0.097 |
| 0.57 | 0.1425 | 0.048 | 0.77 | 0.1925 | 0.064 | 0.97 | 0.2425 | 0.081 | 1.17 | 0.2925 | 0.098 |
| 0.58 | 0.1450 | 0.048 | 0.78 | 0.1950 | 0.065 | 0.98 | 0.2450 | 0.082 | 1.18 | 0.2950 | 0.098 |
| 0.59 | 0.1475 | 0.049 | 0.79 | 0.1975 | 0.066 | 0.99 | 0.2475 | 0.083 | 1.19 | 0.2975 | 0.099 |
| 0.60 | 0.1500 | 0.050 | 0.80 | 0.2000 | 0.067 | 1.00 | 0.2500 | 0.083 | 1.20 | 0.3000 | 0.100 |
| 0.61 | 0.1525 | 0.051 | 0.81 | 0.2025 | 0.068 | 1.01 | 0.2525 | 0.084 | 1.21 | 0.3025 | 0.101 |
| 0.62 | 0.1550 | 0.052 | 0.82 | 0.2050 | 0.068 | 1.02 | 0.2550 | 0.085 | 1.22 | 0.3050 | 0.102 |
| 0.63 | 0.1575 | 0.053 | 0.83 | 0.2075 | 0.069 | 1.03 | 0.2575 | 0.086 | 1.23 | 0.3075 | 0.103 |
| 0.64 | 0.1600 | 0.053 | 0.84 | 0.2100 | 0.070 | 1.04 | 0.2600 | 0.087 | 1.24 | 0.3100 | 0.103 |
| 0.65 | 0.1625 | 0.054 | 0.85 | 0.2125 | 0.071 | 1.05 | 0.2625 | 0.088 | 1.25 | 0.3125 | 0.104 |
| 0.66 | 0.1650 | 0.055 | 0.86 | 0.2150 | 0.072 | 1.06 | 0.2650 | 0.088 | 1.26 | 0.3150 | 0.105 |
| 0.67 | 0.1675 | 0.056 | 0.87 | 0.2175 | 0.073 | 1.07 | 0.2675 | 0.089 | 1.27 | 0.3175 | 0.106 |
| 0.68 | 0.1700 | 0.057 | 0.88 | 0.2200 | 0.073 | 1.08 | 0.2700 | 0.090 | 1.28 | 0.3200 | 0.107 |
| 0.69 | 0.1725 | 0.058 | 0.89 | 0.2225 | 0.074 | 1.09 | 0.2725 | 0.091 | 1.29 | 0.3225 | 0.108 |
| 1.30 | 0.3250 | 0.108 | 1.50 | 0.3750 | 0.125 | 1.70 | 0.4250 | 0.142 | 1.90 | 0.4750 | 0.158 |
| 1.31 | 0.3275 | 0.109 | 1.51 | 0.3775 | 0.126 | 1.71 | 0.4275 | 0.143 | 1.91 | 0.4775 | 0.159 |
| 1.32 | 0.3300 | 0.110 | 1.52 | 0.3800 | 0.127 | 1.72 | 0.4300 | 0.143 | 1.92 | 0.4800 | 0.160 |
| 1.33 | 0.3325 | 0.111 | 1.53 | 0.3825 | 0.128 | 1.73 | 0.4325 | 0.144 | 1.93 | 0.4825 | 0.161 |
| 1.34 | 0.3350 | 0.112 | 1.54 | 0.3850 | 0.128 | 1.74 | 0.4350 | 0.145 | 1.94 | 0.4850 | 0.162 |
| 1.35 | 0.3375 | 0.113 | 1.55 | 0.3875 | 0.129 | 1.75 | 0.4375 | 0.146 | 1.95 | 0.4875 | 0.163 |
| 1.36 | 0.3400 | 0.113 | 1.56 | 0.3900 | 0.130 | 1.76 | 0.4400 | 0.147 | 1.96 | 0.4900 | 0.163 |
| 1.37 | 0.3425 | 0.114 | 1.57 | 0.3925 | 0.131 | 1.77 | 0.4425 | 0.148 | 1.97 | 0.4925 | 0.164 |
| 1.38 | 0.3450 | 0.115 | 1.58 | 0.3950 | 0.132 | 1.78 | 0.4450 | 0.148 | 1.98 | 0.4950 | 0.165 |
| 1.39 | 0.3475 | 0.116 | 1.59 | 0.3975 | 0.133 | 1.79 | 0.4475 | 0.149 | 1.99 | 0.4975 | 0.166 |
| 1.40 | 0.3500 | 0.117 | 1.60 | 0.4000 | 0.133 | 1.80 | 0.4500 | 0.150 | 2.00 | 0.5000 | 0.167 |
| 1.41 | 0.3525 | 0.118 | 1.61 | 0.4025 | 0.134 | 1.81 | 0.4525 | 0.151 | 2.01 | 0.5025 | 0.168 |
| 1.42 | 0.3550 | 0.118 | 1.62 | 0.4050 | 0.135 | 1.82 | 0.4550 | 0.152 | 2.02 | 0.5050 | 0.168 |
| 1.43 | 0.3575 | 0.119 | 1.63 | 0.4075 | 0.136 | 1.83 | 0.4575 | 0.153 | 2.03 | 0.5075 | 0.169 |
| 1.44 | 0.3600 | 0.120 | 1.64 | 0.4100 | 0.137 | 1.84 | 0.4600 | 0.153 | 2.04 | 0.5100 | 0.170 |
| 1.45 | 0.3625 | 0.121 | 1.65 | 0.4125 | 0.138 | 1.85 | 0.4625 | 0.154 | 2.05 | 0.5125 | 0.171 |
| 1.46 | 0.3650 | 0.122 | 1.66 | 0.4150 | 0.138 | 1.86 | 0.4650 | 0.155 | 2.06 | 0.5150 | 0.172 |
| 1.47 | 0.3675 | 0.123 | 1.67 | 0.4175 | 0.139 | 1.87 | 0.4675 | 0.156 | 2.07 | 0.5175 | 0.173 |
| 1.48 | 0.3700 | 0.123 | 1.68 | 0.4200 | 0.140 | 1.88 | 0.4700 | 0.157 | 2.08 | 0.5200 | 0.173 |
| 1.49 | 0.3725 | 0.124 | 1.69 | 0.4225 | 0.141 | 1.89 | 0.4725 | 0.158 | 2.09 | 0.5225 | 0.174 |

Tableau II A (suite)

Table II A (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 2.10 | 0.5250 | 0.175 | 2.30 | 0.5750 | 0.192 | 2.50 | 0.6250 | 0.208 | 2.70 | 0.6750 | 0.225 |
| 2.11 | 0.5275 | 0.176 | 2.31 | 0.5775 | 0.193 | 2.51 | 0.6275 | 0.209 | 2.71 | 0.6775 | 0.226 |
| 2.12 | 0.5300 | 0.177 | 2.32 | 0.5800 | 0.193 | 2.52 | 0.6300 | 0.210 | 2.72 | 0.6800 | 0.227 |
| 2.13 | 0.5325 | 0.178 | 2.33 | 0.5825 | 0.194 | 2.53 | 0.6325 | 0.211 | 2.73 | 0.6825 | 0.228 |
| 2.14 | 0.5350 | 0.178 | 2.34 | 0.5850 | 0.195 | 2.54 | 0.6350 | 0.212 | 2.74 | 0.6850 | 0.228 |
| 2.15 | 0.5375 | 0.179 | 2.35 | 0.5875 | 0.196 | 2.55 | 0.6375 | 0.213 | 2.75 | 0.6875 | 0.229 |
| 2.16 | 0.5400 | 0.180 | 2.36 | 0.5900 | 0.197 | 2.56 | 0.6400 | 0.213 | 2.76 | 0.6900 | 0.230 |
| 2.17 | 0.5425 | 0.181 | 2.37 | 0.5925 | 0.198 | 2.57 | 0.6425 | 0.214 | 2.77 | 0.6925 | 0.231 |
| 2.18 | 0.5450 | 0.182 | 2.38 | 0.5950 | 0.198 | 2.58 | 0.6450 | 0.215 | 2.78 | 0.6950 | 0.232 |
| 2.19 | 0.5475 | 0.183 | 2.39 | 0.5975 | 0.199 | 2.59 | 0.6475 | 0.216 | 2.79 | 0.6975 | 0.233 |
| 2.20 | 0.5500 | 0.183 | 2.40 | 0.6000 | 0.200 | 2.60 | 0.6500 | 0.217 | 2.80 | 0.7000 | 0.233 |
| 2.21 | 0.5525 | 0.184 | 2.41 | 0.6025 | 0.201 | 2.61 | 0.6525 | 0.218 | 2.81 | 0.7025 | 0.234 |
| 2.22 | 0.5550 | 0.185 | 2.42 | 0.6050 | 0.202 | 2.62 | 0.6550 | 0.218 | 2.82 | 0.7050 | 0.235 |
| 2.23 | 0.5575 | 0.186 | 2.43 | 0.6075 | 0.203 | 2.63 | 0.6575 | 0.219 | 2.83 | 0.7075 | 0.236 |
| 2.24 | 0.5600 | 0.187 | 2.44 | 0.6100 | 0.203 | 2.64 | 0.6600 | 0.220 | 2.84 | 0.7100 | 0.237 |
| 2.25 | 0.5625 | 0.188 | 2.45 | 0.6125 | 0.204 | 2.65 | 0.6625 | 0.221 | 2.85 | 0.7125 | 0.238 |
| 2.26 | 0.5650 | 0.188 | 2.46 | 0.6150 | 0.205 | 2.66 | 0.6650 | 0.222 | 2.86 | 0.7150 | 0.238 |
| 2.27 | 0.5675 | 0.189 | 2.47 | 0.6175 | 0.206 | 2.67 | 0.6675 | 0.223 | 2.87 | 0.7175 | 0.239 |
| 2.28 | 0.5700 | 0.190 | 2.48 | 0.6200 | 0.207 | 2.68 | 0.6700 | 0.223 | 2.88 | 0.7200 | 0.240 |
| 2.29 | 0.5725 | 0.191 | 2.49 | 0.6225 | 0.208 | 2.69 | 0.6725 | 0.224 | 2.89 | 0.7225 | 0.241 |
| 2.90 | 0.7250 | 0.242 | 3.10 | 0.7750 | 0.258 | 3.30 | 0.8250 | 0.275 | 3.50 | 0.8750 | 0.292 |
| 2.91 | 0.7275 | 0.243 | 3.11 | 0.7775 | 0.259 | 3.31 | 0.8275 | 0.276 | 3.51 | 0.8775 | 0.293 |
| 2.92 | 0.7300 | 0.243 | 3.12 | 0.7800 | 0.260 | 3.32 | 0.8300 | 0.277 | 3.52 | 0.8800 | 0.293 |
| 2.93 | 0.7325 | 0.244 | 3.13 | 0.7825 | 0.261 | 3.33 | 0.8325 | 0.278 | 3.53 | 0.8825 | 0.294 |
| 2.94 | 0.7350 | 0.245 | 3.14 | 0.7850 | 0.262 | 3.34 | 0.8350 | 0.278 | 3.54 | 0.8850 | 0.295 |
| 2.95 | 0.7375 | 0.246 | 3.15 | 0.7875 | 0.263 | 3.35 | 0.8375 | 0.279 | 3.55 | 0.8875 | 0.296 |
| 2.96 | 0.7400 | 0.247 | 3.16 | 0.7900 | 0.263 | 3.36 | 0.8400 | 0.280 | 3.56 | 0.8900 | 0.297 |
| 2.97 | 0.7425 | 0.248 | 3.17 | 0.7925 | 0.264 | 3.37 | 0.8425 | 0.281 | 3.57 | 0.8925 | 0.298 |
| 2.98 | 0.7450 | 0.248 | 3.18 | 0.7950 | 0.265 | 3.38 | 0.8450 | 0.282 | 3.58 | 0.8950 | 0.298 |
| 2.99 | 0.7475 | 0.249 | 3.19 | 0.7975 | 0.266 | 3.39 | 0.8475 | 0.283 | 3.59 | 0.8975 | 0.299 |
| 3.00 | 0.7500 | 0.250 | 3.20 | 0.8000 | 0.267 | 3.40 | 0.8500 | 0.283 | 3.60 | 0.9000 | 0.300 |
| 3.01 | 0.7525 | 0.251 | 3.21 | 0.8025 | 0.268 | 3.41 | 0.8525 | 0.284 | 3.61 | 0.9025 | 0.301 |
| 3.02 | 0.7550 | 0.252 | 3.22 | 0.8050 | 0.268 | 3.42 | 0.8550 | 0.285 | 3.62 | 0.9050 | 0.302 |
| 3.03 | 0.7575 | 0.253 | 3.23 | 0.8075 | 0.269 | 3.43 | 0.8575 | 0.286 | 3.63 | 0.9075 | 0.303 |
| 3.04 | 0.7600 | 0.253 | 3.24 | 0.8100 | 0.270 | 3.44 | 0.8600 | 0.287 | 3.64 | 0.9100 | 0.303 |
| 3.05 | 0.7625 | 0.254 | 3.25 | 0.8125 | 0.271 | 3.45 | 0.8625 | 0.288 | 3.65 | 0.9125 | 0.304 |
| 3.06 | 0.7650 | 0.255 | 3.26 | 0.8150 | 0.272 | 3.46 | 0.8650 | 0.288 | 3.66 | 0.9150 | 0.305 |
| 3.07 | 0.7675 | 0.256 | 3.27 | 0.8175 | 0.273 | 3.47 | 0.8675 | 0.289 | 3.67 | 0.9175 | 0.306 |
| 3.08 | 0.7700 | 0.257 | 3.28 | 0.8200 | 0.273 | 3.48 | 0.8700 | 0.290 | 3.68 | 0.9200 | 0.307 |
| 3.09 | 0.7725 | 0.258 | 3.29 | 0.8225 | 0.274 | 3.49 | 0.8725 | 0.291 | 3.69 | 0.9225 | 0.308 |

Tableau II A (suite)

Table II A (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 3.70 | 0.9250 | 0.308 | 3.90 | 0.9750 | 0.325 | 4.10 | 1.0250 | 0.342 | 4.30 | 1.0750 | 0.358 |
| 3.71 | 0.9275 | 0.309 | 3.91 | 0.9775 | 0.326 | 4.11 | 1.0275 | 0.343 | 4.31 | 1.0775 | 0.359 |
| 3.72 | 0.9300 | 0.310 | 3.92 | 0.9800 | 0.327 | 4.12 | 1.0300 | 0.343 | 4.32 | 1.0800 | 0.360 |
| 3.73 | 0.9325 | 0.311 | 3.93 | 0.9825 | 0.328 | 4.13 | 1.0325 | 0.344 | 4.33 | 1.0825 | 0.361 |
| 3.74 | 0.9350 | 0.312 | 3.94 | 0.9850 | 0.328 | 4.14 | 1.0350 | 0.345 | 4.34 | 1.0850 | 0.362 |
| 3.75 | 0.9375 | 0.313 | 3.95 | 0.9875 | 0.329 | 4.15 | 1.0375 | 0.346 | 4.35 | 1.0875 | 0.363 |
| 3.76 | 0.9400 | 0.313 | 3.96 | 0.9900 | 0.330 | 4.16 | 1.0400 | 0.347 | 4.36 | 1.0900 | 0.363 |
| 3.77 | 0.9425 | 0.314 | 3.97 | 0.9925 | 0.331 | 4.17 | 1.0425 | 0.348 | 4.37 | 1.0925 | 0.364 |
| 3.78 | 0.9450 | 0.315 | 3.98 | 0.9950 | 0.332 | 4.18 | 1.0450 | 0.348 | 4.38 | 1.0950 | 0.365 |
| 3.79 | 0.9475 | 0.316 | 3.99 | 0.9975 | 0.333 | 4.19 | 1.0475 | 0.349 | 4.39 | 1.0975 | 0.366 |
| 3.80 | 0.9500 | 0.317 | 4.00 | 1.0000 | 0.333 | 4.20 | 1.0500 | 0.350 | 4.40 | 1.1000 | 0.367 |
| 3.81 | 0.9525 | 0.318 | 4.01 | 1.0025 | 0.334 | 4.21 | 1.0525 | 0.351 | 4.41 | 1.1025 | 0.368 |
| 3.82 | 0.9550 | 0.318 | 4.02 | 1.0050 | 0.335 | 4.22 | 1.0550 | 0.352 | 4.42 | 1.1050 | 0.368 |
| 3.83 | 0.9575 | 0.319 | 4.03 | 1.0075 | 0.336 | 4.23 | 1.0575 | 0.353 | 4.43 | 1.1075 | 0.369 |
| 3.84 | 0.9600 | 0.320 | 4.04 | 1.0100 | 0.337 | 4.24 | 1.0600 | 0.353 | 4.44 | 1.1100 | 0.370 |
| 3.85 | 0.9625 | 0.321 | 4.05 | 1.0125 | 0.338 | 4.25 | 1.0625 | 0.354 | 4.45 | 1.1125 | 0.371 |
| 3.86 | 0.9650 | 0.322 | 4.06 | 1.0150 | 0.338 | 4.26 | 1.0650 | 0.355 | 4.46 | 1.1150 | 0.372 |
| 3.87 | 0.9675 | 0.323 | 4.07 | 1.0175 | 0.339 | 4.27 | 1.0675 | 0.356 | 4.47 | 1.1175 | 0.373 |
| 3.88 | 0.9700 | 0.323 | 4.08 | 1.0200 | 0.340 | 4.28 | 1.0700 | 0.357 | 4.48 | 1.1200 | 0.373 |
| 3.89 | 0.9725 | 0.324 | 4.09 | 1.0225 | 0.341 | 4.29 | 1.0725 | 0.358 | 4.49 | 1.1225 | 0.374 |
| 4.50 | 1.1250 | 0.375 | 4.70 | 1.1750 | 0.392 | 4.90 | 1.2250 | 0.408 | 5.10 | 1.2750 | 0.425 |
| 4.51 | 1.1275 | 0.376 | 4.71 | 1.1775 | 0.393 | 4.91 | 1.2275 | 0.409 | 5.11 | 1.2775 | 0.426 |
| 4.52 | 1.1300 | 0.377 | 4.72 | 1.1800 | 0.393 | 4.92 | 1.2300 | 0.410 | 5.12 | 1.2800 | 0.427 |
| 4.53 | 1.1325 | 0.378 | 4.73 | 1.1825 | 0.394 | 4.93 | 1.2325 | 0.411 | 5.13 | 1.2825 | 0.428 |
| 4.54 | 1.1350 | 0.378 | 4.74 | 1.1850 | 0.395 | 4.94 | 1.2350 | 0.412 | 5.14 | 1.2850 | 0.428 |
| 4.55 | 1.1375 | 0.379 | 4.75 | 1.1875 | 0.396 | 4.95 | 1.2375 | 0.413 | 5.15 | 1.2875 | 0.429 |
| 4.56 | 1.1400 | 0.380 | 4.76 | 1.1900 | 0.397 | 4.96 | 1.2400 | 0.413 | 5.16 | 1.2900 | 0.430 |
| 4.57 | 1.1425 | 0.381 | 4.77 | 1.1925 | 0.398 | 4.97 | 1.2425 | 0.414 | 5.17 | 1.2925 | 0.431 |
| 4.58 | 1.1450 | 0.382 | 4.78 | 1.1950 | 0.398 | 4.98 | 1.2450 | 0.415 | 5.18 | 1.2950 | 0.432 |
| 4.59 | 1.1475 | 0.383 | 4.79 | 1.1975 | 0.399 | 4.99 | 1.2475 | 0.416 | 5.19 | 1.2975 | 0.433 |
| 4.60 | 1.1500 | 0.383 | 4.80 | 1.2000 | 0.400 | 5.00 | 1.2500 | 0.417 | 5.20 | 1.3000 | 0.433 |
| 4.61 | 1.1525 | 0.384 | 4.81 | 1.2025 | 0.401 | 5.01 | 1.2525 | 0.418 | 5.21 | 1.3025 | 0.434 |
| 4.62 | 1.1550 | 0.385 | 4.82 | 1.2050 | 0.402 | 5.02 | 1.2550 | 0.418 | 5.22 | 1.3050 | 0.435 |
| 4.63 | 1.1575 | 0.386 | 4.83 | 1.2075 | 0.403 | 5.03 | 1.2575 | 0.419 | 5.23 | 1.3075 | 0.436 |
| 4.64 | 1.1600 | 0.387 | 4.84 | 1.2100 | 0.403 | 5.04 | 1.2600 | 0.420 | 5.24 | 1.3100 | 0.437 |
| 4.65 | 1.1625 | 0.388 | 4.85 | 1.2125 | 0.404 | 5.05 | 1.2625 | 0.421 | 5.25 | 1.3125 | 0.438 |
| 4.66 | 1.1650 | 0.388 | 4.86 | 1.2150 | 0.405 | 5.06 | 1.2650 | 0.422 | 5.26 | 1.3150 | 0.438 |
| 4.67 | 1.1675 | 0.389 | 4.87 | 1.2175 | 0.406 | 5.07 | 1.2675 | 0.423 | 5.27 | 1.3175 | 0.439 |
| 4.68 | 1.1700 | 0.390 | 4.88 | 1.2200 | 0.407 | 5.08 | 1.2700 | 0.423 | 5.28 | 1.3200 | 0.440 |
| 4.69 | 1.1725 | 0.391 | 4.89 | 1.2225 | 0.408 | 5.09 | 1.2725 | 0.424 | 5.29 | 1.3225 | 0.441 |

Tableau II A (suite)

Table II A (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 5.30 | 1.3250 | 0.442 | 5.50 | 1.3750 | 0.458 | 5.70 | 1.4250 | 0.475 | 5.90 | 1.4750 | 0.492 |
| 5.31 | 1.3275 | 0.443 | 5.51 | 1.3775 | 0.459 | 5.71 | 1.4275 | 0.476 | 5.91 | 1.4775 | 0.493 |
| 5.32 | 1.3300 | 0.443 | 5.52 | 1.3800 | 0.460 | 5.72 | 1.4300 | 0.477 | 5.92 | 1.4800 | 0.493 |
| 5.33 | 1.3325 | 0.444 | 5.53 | 1.3825 | 0.461 | 5.73 | 1.4325 | 0.478 | 5.93 | 1.4825 | 0.494 |
| 5.34 | 1.3350 | 0.445 | 5.54 | 1.3850 | 0.462 | 5.74 | 1.4350 | 0.478 | 5.94 | 1.4850 | 0.495 |
| 5.35 | 1.3375 | 0.446 | 5.55 | 1.3875 | 0.463 | 5.75 | 1.4375 | 0.479 | 5.95 | 1.4875 | 0.496 |
| 5.36 | 1.3400 | 0.447 | 5.56 | 1.3900 | 0.463 | 5.76 | 1.4400 | 0.480 | 5.96 | 1.4900 | 0.497 |
| 5.37 | 1.3425 | 0.448 | 5.57 | 1.3925 | 0.464 | 5.77 | 1.4425 | 0.481 | 5.97 | 1.4925 | 0.498 |
| 5.38 | 1.3450 | 0.448 | 5.58 | 1.3950 | 0.465 | 5.78 | 1.4450 | 0.482 | 5.98 | 1.4950 | 0.498 |
| 5.39 | 1.3475 | 0.449 | 5.59 | 1.3975 | 0.466 | 5.79 | 1.4475 | 0.483 | 5.99 | 1.4975 | 0.499 |
| 5.40 | 1.3500 | 0.450 | 5.60 | 1.4000 | 0.467 | 5.80 | 1.4500 | 0.483 | 6.00 | 1.5000 | 0.500 |
| 5.41 | 1.3525 | 0.451 | 5.61 | 1.4025 | 0.468 | 5.81 | 1.4525 | 0.484 | 6.01 | 1.5025 | 0.501 |
| 5.42 | 1.3550 | 0.452 | 5.62 | 1.4050 | 0.468 | 5.82 | 1.4550 | 0.485 | 6.02 | 1.5050 | 0.502 |
| 5.43 | 1.3575 | 0.453 | 5.63 | 1.4075 | 0.469 | 5.83 | 1.4575 | 0.486 | 6.03 | 1.5075 | 0.503 |
| 5.44 | 1.3600 | 0.453 | 5.64 | 1.4100 | 0.470 | 5.84 | 1.4600 | 0.487 | 6.04 | 1.5100 | 0.503 |
| 5.45 | 1.3625 | 0.454 | 5.65 | 1.4125 | 0.471 | 5.85 | 1.4625 | 0.488 | 6.05 | 1.5125 | 0.504 |
| 5.46 | 1.3650 | 0.455 | 5.66 | 1.4150 | 0.472 | 5.86 | 1.4650 | 0.488 | 6.06 | 1.5150 | 0.505 |
| 5.47 | 1.3675 | 0.456 | 5.67 | 1.4175 | 0.473 | 5.87 | 1.4675 | 0.489 | 6.07 | 1.5175 | 0.506 |
| 5.48 | 1.3700 | 0.457 | 5.68 | 1.4200 | 0.473 | 5.88 | 1.4700 | 0.490 | 6.08 | 1.5200 | 0.507 |
| 5.49 | 1.3725 | 0.458 | 5.69 | 1.4225 | 0.474 | 5.89 | 1.4725 | 0.491 | 6.09 | 1.5225 | 0.508 |
| 6.10 | 1.5250 | 0.508 | 6.30 | 1.5750 | 0.525 | 6.50 | 1.6250 | 0.542 | 6.70 | 1.6750 | 0.558 |
| 6.11 | 1.5275 | 0.509 | 6.31 | 1.5775 | 0.526 | 6.51 | 1.6275 | 0.543 | 6.71 | 1.6775 | 0.559 |
| 6.12 | 1.5300 | 0.510 | 6.32 | 1.5800 | 0.527 | 6.52 | 1.6300 | 0.543 | 6.72 | 1.6800 | 0.560 |
| 6.13 | 1.5325 | 0.511 | 6.33 | 1.5825 | 0.528 | 6.53 | 1.6325 | 0.544 | 6.73 | 1.6825 | 0.561 |
| 6.14 | 1.5350 | 0.512 | 6.34 | 1.5850 | 0.528 | 6.54 | 1.6350 | 0.545 | 6.74 | 1.6850 | 0.562 |
| 6.15 | 1.5375 | 0.513 | 6.35 | 1.5875 | 0.529 | 6.55 | 1.6375 | 0.546 | 6.75 | 1.6875 | 0.563 |
| 6.16 | 1.5400 | 0.513 | 6.36 | 1.5900 | 0.530 | 6.56 | 1.6400 | 0.547 | 6.76 | 1.6900 | 0.563 |
| 6.17 | 1.5425 | 0.514 | 6.37 | 1.5925 | 0.531 | 6.57 | 1.6425 | 0.548 | 6.77 | 1.6925 | 0.564 |
| 6.18 | 1.5450 | 0.515 | 6.38 | 1.5950 | 0.532 | 6.58 | 1.6450 | 0.548 | 6.78 | 1.6950 | 0.565 |
| 6.19 | 1.5475 | 0.516 | 6.39 | 1.5975 | 0.533 | 6.59 | 1.6475 | 0.549 | 6.79 | 1.6975 | 0.566 |
| 6.20 | 1.5500 | 0.517 | 6.40 | 1.6000 | 0.533 | 6.60 | 1.6500 | 0.550 | 6.80 | 1.7000 | 0.567 |
| 6.21 | 1.5525 | 0.518 | 6.41 | 1.6025 | 0.534 | 6.61 | 1.6525 | 0.551 | 6.81 | 1.7025 | 0.568 |
| 6.22 | 1.5550 | 0.518 | 6.42 | 1.6050 | 0.535 | 6.62 | 1.6550 | 0.552 | 6.82 | 1.7050 | 0.568 |
| 6.23 | 1.5575 | 0.519 | 6.43 | 1.6075 | 0.536 | 6.63 | 1.6575 | 0.553 | 6.83 | 1.7075 | 0.569 |
| 6.24 | 1.5600 | 0.520 | 6.44 | 1.6100 | 0.537 | 6.64 | 1.6600 | 0.553 | 6.84 | 1.7100 | 0.570 |
| 6.25 | 1.5625 | 0.521 | 6.45 | 1.6125 | 0.538 | 6.65 | 1.6625 | 0.554 | 6.85 | 1.7125 | 0.571 |
| 6.26 | 1.5650 | 0.522 | 6.46 | 1.6150 | 0.538 | 6.66 | 1.6650 | 0.555 | 6.86 | 1.7150 | 0.572 |
| 6.27 | 1.5675 | 0.523 | 6.47 | 1.6175 | 0.539 | 6.67 | 1.6675 | 0.556 | 6.87 | 1.7175 | 0.573 |
| 6.28 | 1.5700 | 0.523 | 6.48 | 1.6200 | 0.540 | 6.68 | 1.6700 | 0.557 | 6.88 | 1.7200 | 0.573 |
| 6.29 | 1.5725 | 0.524 | 6.49 | 1.6225 | 0.541 | 6.69 | 1.6725 | 0.558 | 6.89 | 1.7225 | 0.574 |

Tableau II A (suite)

Table II A (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 6.90 | 1.7250 | 0.575 | 7.10 | 1.7750 | 0.592 | 7.30 | 1.8250 | 0.608 | 7.50 | 1.8750 | 0.625 |
| 6.91 | 1.7275 | 0.576 | 7.11 | 1.7775 | 0.593 | 7.31 | 1.8275 | 0.609 | 7.51 | 1.8775 | 0.626 |
| 6.92 | 1.7300 | 0.577 | 7.12 | 1.7800 | 0.593 | 7.32 | 1.8300 | 0.610 | 7.52 | 1.8800 | 0.627 |
| 6.93 | 1.7325 | 0.578 | 7.13 | 1.7825 | 0.594 | 7.33 | 1.8325 | 0.611 | 7.53 | 1.8825 | 0.628 |
| 6.94 | 1.7350 | 0.578 | 7.14 | 1.7850 | 0.595 | 7.34 | 1.8350 | 0.612 | 7.54 | 1.8850 | 0.628 |
| 6.95 | 1.7375 | 0.579 | 7.15 | 1.7875 | 0.596 | 7.35 | 1.8375 | 0.613 | 7.55 | 1.8875 | 0.629 |
| 6.96 | 1.7400 | 0.580 | 7.16 | 1.7900 | 0.597 | 7.36 | 1.8400 | 0.613 | 7.56 | 1.8900 | 0.630 |
| 6.97 | 1.7425 | 0.581 | 7.17 | 1.7925 | 0.598 | 7.37 | 1.8425 | 0.614 | 7.57 | 1.8925 | 0.631 |
| 6.98 | 1.7450 | 0.582 | 7.18 | 1.7950 | 0.598 | 7.38 | 1.8450 | 0.615 | 7.58 | 1.8950 | 0.632 |
| 6.99 | 1.7475 | 0.583 | 7.19 | 1.7975 | 0.599 | 7.39 | 1.8475 | 0.616 | 7.59 | 1.8975 | 0.633 |
| 7.00 | 1.7500 | 0.583 | 7.20 | 1.8000 | 0.600 | 7.40 | 1.8500 | 0.617 | 7.60 | 1.9000 | 0.633 |
| 7.01 | 1.7525 | 0.584 | 7.21 | 1.8025 | 0.601 | 7.41 | 1.8525 | 0.618 | 7.61 | 1.9025 | 0.634 |
| 7.02 | 1.7550 | 0.585 | 7.22 | 1.8050 | 0.602 | 7.42 | 1.8550 | 0.618 | 7.62 | 1.9050 | 0.635 |
| 7.03 | 1.7575 | 0.586 | 7.23 | 1.8075 | 0.603 | 7.43 | 1.8575 | 0.619 | 7.63 | 1.9075 | 0.636 |
| 7.04 | 1.7600 | 0.587 | 7.24 | 1.8100 | 0.603 | 7.44 | 1.8600 | 0.620 | 7.64 | 1.9100 | 0.637 |
| 7.05 | 1.7625 | 0.588 | 7.25 | 1.8125 | 0.604 | 7.45 | 1.8625 | 0.621 | 7.65 | 1.9125 | 0.638 |
| 7.06 | 1.7650 | 0.588 | 7.26 | 1.8150 | 0.605 | 7.46 | 1.8650 | 0.622 | 7.66 | 1.9150 | 0.638 |
| 7.07 | 1.7675 | 0.589 | 7.27 | 1.8175 | 0.606 | 7.47 | 1.8675 | 0.623 | 7.67 | 1.9175 | 0.639 |
| 7.08 | 1.7700 | 0.590 | 7.28 | 1.8200 | 0.607 | 7.48 | 1.8700 | 0.623 | 7.68 | 1.9200 | 0.640 |
| 7.09 | 1.7725 | 0.591 | 7.29 | 1.8225 | 0.608 | 7.49 | 1.8725 | 0.624 | 7.69 | 1.9225 | 0.641 |
| 7.70 | 1.9250 | 0.642 | 7.90 | 1.9750 | 0.658 | 8.10 | 2.0250 | 0.675 | 8.30 | 2.0750 | 0.692 |
| 7.71 | 1.9275 | 0.643 | 7.91 | 1.9775 | 0.659 | 8.11 | 2.0275 | 0.676 | 8.31 | 2.0775 | 0.693 |
| 7.72 | 1.9300 | 0.643 | 7.92 | 1.9800 | 0.660 | 8.12 | 2.0300 | 0.677 | 8.32 | 2.0800 | 0.693 |
| 7.73 | 1.9325 | 0.644 | 7.93 | 1.9825 | 0.661 | 8.13 | 2.0325 | 0.678 | 8.33 | 2.0825 | 0.694 |
| 7.74 | 1.9350 | 0.645 | 7.94 | 1.9850 | 0.662 | 8.14 | 2.0350 | 0.678 | 8.34 | 2.0850 | 0.695 |
| 7.75 | 1.9375 | 0.646 | 7.95 | 1.9875 | 0.663 | 8.15 | 2.0375 | 0.679 | 8.35 | 2.0875 | 0.696 |
| 7.76 | 1.9400 | 0.647 | 7.96 | 1.9900 | 0.663 | 8.16 | 2.0400 | 0.680 | 8.36 | 2.0900 | 0.697 |
| 7.77 | 1.9425 | 0.648 | 7.97 | 1.9925 | 0.664 | 8.17 | 2.0425 | 0.681 | 8.37 | 2.0925 | 0.698 |
| 7.78 | 1.9450 | 0.648 | 7.98 | 1.9950 | 0.665 | 8.18 | 2.0450 | 0.682 | 8.38 | 2.0950 | 0.698 |
| 7.79 | 1.9475 | 0.649 | 7.99 | 1.9975 | 0.666 | 8.19 | 2.0475 | 0.683 | 8.39 | 2.0975 | 0.699 |
| 7.80 | 1.9500 | 0.650 | 8.00 | 2.0000 | 0.667 | 8.20 | 2.0500 | 0.683 | 8.40 | 2.1000 | 0.700 |
| 7.81 | 1.9525 | 0.651 | 8.01 | 2.0025 | 0.668 | 8.21 | 2.0525 | 0.684 | 8.41 | 2.1025 | 0.701 |
| 7.82 | 1.9550 | 0.652 | 8.02 | 2.0050 | 0.668 | 8.22 | 2.0550 | 0.685 | 8.42 | 2.1050 | 0.702 |
| 7.83 | 1.9575 | 0.653 | 8.03 | 2.0075 | 0.669 | 8.23 | 2.0575 | 0.686 | 8.43 | 2.1075 | 0.703 |
| 7.84 | 1.9600 | 0.653 | 8.04 | 2.0100 | 0.670 | 8.24 | 2.0600 | 0.687 | 8.44 | 2.1100 | 0.703 |
| 7.85 | 1.9625 | 0.654 | 8.05 | 2.0125 | 0.671 | 8.25 | 2.0625 | 0.688 | 8.45 | 2.1125 | 0.704 |
| 7.86 | 1.9650 | 0.655 | 8.06 | 2.0150 | 0.672 | 8.26 | 2.0650 | 0.688 | 8.46 | 2.1150 | 0.705 |
| 7.87 | 1.9675 | 0.656 | 8.07 | 2.0175 | 0.673 | 8.27 | 2.0675 | 0.689 | 8.47 | 2.1175 | 0.706 |
| 7.88 | 1.9700 | 0.657 | 8.08 | 2.0200 | 0.673 | 8.28 | 2.0700 | 0.690 | 8.48 | 2.1200 | 0.707 |
| 7.89 | 1.9725 | 0.658 | 8.09 | 2.0225 | 0.674 | 8.29 | 2.0725 | 0.691 | 8.49 | 2.1225 | 0.708 |

Tableau II A (suite)

Table II A (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/8 intervalle commun entre largeurs — 1/8 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/8 intervalle commun entre largeurs — 1/8 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/8 intervalle commun entre largeurs — 1/8 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/8 intervalle commun entre largeurs — 1/8 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 8.50 | 2.1250 | 0.708 | 8.63 | 2.1575 | 0.719 | 8.76 | 2.1900 | 0.730 | 8.89 | 2.2225 | 0.741 |
| 8.51 | 2.1275 | 0.709 | 8.64 | 2.1600 | 0.720 | 8.77 | 2.1925 | 0.731 | 8.90 | 2.2250 | 0.742 |
| 8.52 | 2.1300 | 0.710 | 8.65 | 2.1625 | 0.721 | 8.78 | 2.1950 | 0.732 | 8.91 | 2.2275 | 0.743 |
| 8.53 | 2.1325 | 0.711 | 8.66 | 2.1650 | 0.722 | 8.79 | 2.1975 | 0.733 | 8.92 | 2.2300 | 0.743 |
| 8.54 | 2.1350 | 0.712 | 8.67 | 2.1675 | 0.723 | 8.80 | 2.2000 | 0.733 | 8.93 | 2.2325 | 0.744 |
| 8.55 | 2.1375 | 0.713 | 8.68 | 2.1700 | 0.723 | 8.81 | 2.2025 | 0.734 | 8.94 | 2.2350 | 0.745 |
| 8.56 | 2.1400 | 0.713 | 8.69 | 2.1725 | 0.724 | 8.82 | 2.2050 | 0.735 | 8.95 | 2.2375 | 0.746 |
| 8.57 | 2.1425 | 0.714 | 8.70 | 2.1750 | 0.725 | 8.83 | 2.2075 | 0.736 | 8.96 | 2.2400 | 0.747 |
| 8.58 | 2.1450 | 0.715 | 8.71 | 2.1775 | 0.726 | 8.84 | 2.2100 | 0.737 | 8.97 | 2.2425 | 0.748 |
| 8.59 | 2.1475 | 0.716 | 8.72 | 2.1800 | 0.727 | 8.85 | 2.2125 | 0.738 | 8.98 | 2.2450 | 0.748 |
| 8.60 | 2.1500 | 0.717 | 8.73 | 2.1825 | 0.728 | 8.86 | 2.2150 | 0.738 | 8.99 | 2.2475 | 0.749 |
| 8.61 | 2.1525 | 0.718 | 8.74 | 2.1850 | 0.728 | 8.87 | 2.2175 | 0.739 | 9.00 | 2.2500 | 0.750 |
| 8.62 | 2.1550 | 0.718 | 8.75 | 2.1875 | 0.729 | 8.88 | 2.2200 | 0.740 | | | |

Tableau II B

INDIQUANT EN MÈTRES L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE »

La « hauteur de tonnage » au milieu de la longueur de tonnage excède 4 m. 90.

Table II B

INDICATING IN METRES COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length exceeds 4.90 metres.

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 4.00 | 0.6666 | 0.222 | 4.20 | 0.7000 | 0.233 | 4.40 | 0.7333 | 0.244 | 4.60 | 0.7666 | 0.256 |
| 4.01 | 0.6683 | 0.223 | 4.21 | 0.7016 | 0.234 | 4.41 | 0.7350 | 0.245 | 4.61 | 0.7683 | 0.256 |
| 4.02 | 0.6700 | 0.223 | 4.22 | 0.7033 | 0.234 | 4.42 | 0.7366 | 0.246 | 4.62 | 0.7700 | 0.257 |
| 4.03 | 0.6716 | 0.224 | 4.23 | 0.7050 | 0.235 | 4.43 | 0.7383 | 0.246 | 4.63 | 0.7716 | 0.257 |
| 4.04 | 0.6733 | 0.224 | 4.24 | 0.7066 | 0.235 | 4.44 | 0.7400 | 0.247 | 4.64 | 0.7733 | 0.258 |
| 4.05 | 0.6750 | 0.225 | 4.25 | 0.7083 | 0.236 | 4.45 | 0.7416 | 0.247 | 4.65 | 0.7750 | 0.258 |
| 4.06 | 0.6766 | 0.226 | 4.26 | 0.7100 | 0.237 | 4.46 | 0.7433 | 0.248 | 4.66 | 0.7766 | 0.259 |
| 4.07 | 0.6783 | 0.226 | 4.27 | 0.7116 | 0.237 | 4.47 | 0.7450 | 0.248 | 4.67 | 0.7783 | 0.259 |
| 4.08 | 0.6800 | 0.227 | 4.28 | 0.7133 | 0.238 | 4.48 | 0.7466 | 0.249 | 4.68 | 0.7800 | 0.260 |
| 4.09 | 0.6816 | 0.227 | 4.29 | 0.7150 | 0.238 | 4.49 | 0.7483 | 0.249 | 4.69 | 0.7816 | 0.261 |
| 4.10 | 0.6833 | 0.228 | 4.30 | 0.7166 | 0.239 | 4.50 | 0.7500 | 0.250 | 4.70 | 0.7833 | 0.261 |
| 4.11 | 0.6850 | 0.228 | 4.31 | 0.7183 | 0.239 | 4.51 | 0.7516 | 0.251 | 4.71 | 0.7850 | 0.262 |
| 4.12 | 0.6866 | 0.229 | 4.32 | 0.7200 | 0.240 | 4.52 | 0.7533 | 0.251 | 4.72 | 0.7866 | 0.262 |
| 4.13 | 0.6883 | 0.229 | 4.33 | 0.7216 | 0.241 | 4.53 | 0.7550 | 0.252 | 4.73 | 0.7883 | 0.263 |
| 4.14 | 0.6900 | 0.230 | 4.34 | 0.7233 | 0.241 | 4.54 | 0.7566 | 0.252 | 4.74 | 0.7900 | 0.263 |
| 4.15 | 0.6916 | 0.231 | 4.35 | 0.7250 | 0.242 | 4.55 | 0.7583 | 0.253 | 4.75 | 0.7916 | 0.264 |
| 4.16 | 0.6933 | 0.231 | 4.36 | 0.7266 | 0.242 | 4.56 | 0.7600 | 0.253 | 4.76 | 0.7933 | 0.264 |
| 4.17 | 0.6950 | 0.232 | 4.37 | 0.7283 | 0.243 | 4.57 | 0.7616 | 0.254 | 4.77 | 0.7950 | 0.265 |
| 4.18 | 0.6966 | 0.232 | 4.38 | 0.7300 | 0.243 | 4.58 | 0.7633 | 0.254 | 4.78 | 0.7966 | 0.266 |
| 4.19 | 0.6983 | 0.233 | 4.39 | 0.7316 | 0.244 | 4.59 | 0.7650 | 0.255 | 4.79 | 0.7983 | 0.266 |
| 4.80 | 0.8000 | 0.267 | 5.00 | 0.8333 | 0.278 | 5.20 | 0.8666 | 0.289 | 5.40 | 0.9000 | 0.300 |
| 4.81 | 0.8016 | 0.267 | 5.01 | 0.8350 | 0.278 | 5.21 | 0.8683 | 0.289 | 5.41 | 0.9016 | 0.301 |
| 4.82 | 0.8033 | 0.268 | 5.02 | 0.8366 | 0.279 | 5.22 | 0.8700 | 0.290 | 5.42 | 0.9033 | 0.301 |
| 4.83 | 0.8050 | 0.268 | 5.03 | 0.8383 | 0.279 | 5.23 | 0.8716 | 0.291 | 5.43 | 0.9050 | 0.302 |
| 4.84 | 0.8066 | 0.269 | 5.04 | 0.8400 | 0.280 | 5.24 | 0.8733 | 0.291 | 5.44 | 0.9066 | 0.302 |
| 4.85 | 0.8083 | 0.269 | 5.05 | 0.8416 | 0.281 | 5.25 | 0.8750 | 0.292 | 5.45 | 0.9083 | 0.303 |
| 4.86 | 0.8100 | 0.270 | 5.06 | 0.8433 | 0.281 | 5.26 | 0.8766 | 0.292 | 5.46 | 0.9100 | 0.303 |
| 4.87 | 0.8116 | 0.271 | 5.07 | 0.8450 | 0.282 | 5.27 | 0.8783 | 0.293 | 5.47 | 0.9116 | 0.304 |
| 4.88 | 0.8133 | 0.271 | 5.08 | 0.8466 | 0.282 | 5.28 | 0.8800 | 0.293 | 5.48 | 0.9133 | 0.304 |
| 4.89 | 0.8150 | 0.272 | 5.09 | 0.8483 | 0.283 | 5.29 | 0.8816 | 0.294 | 5.49 | 0.9150 | 0.305 |
| 4.90 | 0.8166 | 0.272 | 5.10 | 0.8500 | 0.283 | 5.30 | 0.8833 | 0.294 | 5.50 | 0.9166 | 0.306 |
| 4.91 | 0.8183 | 0.273 | 5.11 | 0.8516 | 0.284 | 5.31 | 0.8850 | 0.295 | 5.51 | 0.9183 | 0.306 |
| 4.92 | 0.8200 | 0.273 | 5.12 | 0.8533 | 0.284 | 5.32 | 0.8866 | 0.296 | 5.52 | 0.9200 | 0.307 |
| 4.93 | 0.8216 | 0.274 | 5.13 | 0.8550 | 0.285 | 5.33 | 0.8883 | 0.296 | 5.53 | 0.9216 | 0.307 |
| 4.94 | 0.8233 | 0.274 | 5.14 | 0.8566 | 0.286 | 5.34 | 0.8900 | 0.297 | 5.54 | 0.9233 | 0.308 |
| 4.95 | 0.8250 | 0.275 | 5.15 | 0.8583 | 0.286 | 5.35 | 0.8916 | 0.297 | 5.55 | 0.9250 | 0.308 |
| 4.96 | 0.8266 | 0.276 | 5.16 | 0.8600 | 0.287 | 5.36 | 0.8933 | 0.298 | 5.56 | 0.9266 | 0.309 |
| 4.97 | 0.8283 | 0.276 | 5.17 | 0.8616 | 0.287 | 5.37 | 0.8950 | 0.298 | 5.57 | 0.9283 | 0.309 |
| 4.98 | 0.8300 | 0.277 | 5.18 | 0.8633 | 0.288 | 5.38 | 0.8966 | 0.299 | 5.58 | 0.9300 | 0.310 |
| 4.99 | 0.8316 | 0.277 | 5.19 | 0.8650 | 0.288 | 5.39 | 0.8983 | 0.299 | 5.59 | 0.9316 | 0.311 |

Tableau II B (suite)

Table II B (continued)

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 5.60 | 0.9333 | 0.311 | 5.80 | 0.9666 | 0.322 | 6.00 | 1.0000 | 0.333 | 6.20 | 1.0333 | 0.344 |
| 5.61 | 0.9350 | 0.312 | 5.81 | 0.9683 | 0.323 | 6.01 | 1.0016 | 0.334 | 6.21 | 1.0350 | 0.345 |
| 5.62 | 0.9366 | 0.312 | 5.82 | 0.9700 | 0.323 | 6.02 | 1.0033 | 0.334 | 6.22 | 1.0366 | 0.346 |
| 5.63 | 0.9383 | 0.313 | 5.83 | 0.9716 | 0.324 | 6.03 | 1.0050 | 0.335 | 6.23 | 1.0383 | 0.346 |
| 5.64 | 0.9400 | 0.313 | 5.84 | 0.9733 | 0.324 | 6.04 | 1.0066 | 0.336 | 6.24 | 1.0400 | 0.347 |
| 5.65 | 0.9416 | 0.314 | 5.85 | 0.9750 | 0.325 | 6.05 | 1.0083 | 0.336 | 6.25 | 1.0416 | 0.347 |
| 5.66 | 0.9433 | 0.314 | 5.86 | 0.9766 | 0.326 | 6.06 | 1.0100 | 0.337 | 6.26 | 1.0433 | 0.348 |
| 5.67 | 0.9450 | 0.315 | 5.87 | 0.9783 | 0.326 | 6.07 | 1.0116 | 0.337 | 6.27 | 1.0450 | 0.348 |
| 5.68 | 0.9466 | 0.316 | 5.88 | 0.9800 | 0.327 | 6.08 | 1.0133 | 0.338 | 6.28 | 1.0466 | 0.349 |
| 5.69 | 0.9483 | 0.316 | 5.89 | 0.9816 | 0.327 | 6.09 | 1.0150 | 0.338 | 6.29 | 1.0483 | 0.349 |
| 5.70 | 0.9500 | 0.317 | 5.90 | 0.9833 | 0.328 | 6.10 | 1.0166 | 0.339 | 6.30 | 1.0500 | 0.350 |
| 5.71 | 0.9516 | 0.317 | 5.91 | 0.9850 | 0.328 | 6.11 | 1.0183 | 0.339 | 6.31 | 1.0516 | 0.351 |
| 5.72 | 0.9533 | 0.318 | 5.92 | 0.9866 | 0.329 | 6.12 | 1.0200 | 0.340 | 6.32 | 1.0533 | 0.351 |
| 5.73 | 0.9550 | 0.318 | 5.93 | 0.9883 | 0.329 | 6.13 | 1.0216 | 0.341 | 6.33 | 1.0550 | 0.352 |
| 5.74 | 0.9566 | 0.319 | 5.94 | 0.9900 | 0.330 | 6.14 | 1.0233 | 0.341 | 6.34 | 1.0566 | 0.352 |
| 5.75 | 0.9583 | 0.319 | 5.95 | 0.9916 | 0.331 | 6.15 | 1.0250 | 0.342 | 6.35 | 1.0583 | 0.353 |
| 5.76 | 0.9600 | 0.320 | 5.96 | 0.9933 | 0.331 | 6.16 | 1.0266 | 0.342 | 6.36 | 1.0600 | 0.353 |
| 5.77 | 0.9616 | 0.321 | 5.97 | 0.9950 | 0.332 | 6.17 | 1.0283 | 0.343 | 6.37 | 1.0616 | 0.354 |
| 5.78 | 0.9633 | 0.321 | 5.98 | 0.9966 | 0.332 | 6.18 | 1.0300 | 0.343 | 6.38 | 1.0633 | 0.354 |
| 5.79 | 0.9650 | 0.322 | 5.99 | 0.9983 | 0.333 | 6.19 | 1.0316 | 0.344 | 6.39 | 1.0650 | 0.355 |
| 6.40 | 1.0666 | 0.356 | 6.60 | 1.1000 | 0.367 | 6.80 | 1.1333 | 0.378 | 7.00 | 1.1666 | 0.389 |
| 6.41 | 1.0683 | 0.356 | 6.61 | 1.1016 | 0.367 | 6.81 | 1.1350 | 0.378 | 7.01 | 1.1683 | 0.389 |
| 6.42 | 1.0700 | 0.357 | 6.62 | 1.1033 | 0.368 | 6.82 | 1.1366 | 0.379 | 7.02 | 1.1700 | 0.390 |
| 6.43 | 1.0716 | 0.357 | 6.63 | 1.1050 | 0.368 | 6.83 | 1.1383 | 0.379 | 7.03 | 1.1716 | 0.391 |
| 6.44 | 1.0733 | 0.358 | 6.64 | 1.1066 | 0.369 | 6.84 | 1.1400 | 0.380 | 7.04 | 1.1733 | 0.391 |
| 6.45 | 1.0750 | 0.358 | 6.65 | 1.1083 | 0.369 | 6.85 | 1.1416 | 0.381 | 7.05 | 1.1750 | 0.392 |
| 6.46 | 1.0766 | 0.359 | 6.66 | 1.1100 | 0.370 | 6.86 | 1.1433 | 0.381 | 7.06 | 1.1766 | 0.392 |
| 6.47 | 1.0783 | 0.359 | 6.67 | 1.1116 | 0.371 | 6.87 | 1.1450 | 0.382 | 7.07 | 1.1783 | 0.393 |
| 6.48 | 1.0800 | 0.360 | 6.68 | 1.1133 | 0.371 | 6.88 | 1.1466 | 0.382 | 7.08 | 1.1800 | 0.393 |
| 6.49 | 1.0816 | 0.361 | 6.69 | 1.1150 | 0.372 | 6.89 | 1.1483 | 0.383 | 7.09 | 1.1816 | 0.394 |
| 6.50 | 1.0833 | 0.361 | 6.70 | 1.1166 | 0.372 | 6.90 | 1.1500 | 0.383 | 7.10 | 1.1833 | 0.394 |
| 6.51 | 1.0850 | 0.362 | 6.71 | 1.1183 | 0.373 | 6.91 | 1.1516 | 0.384 | 7.11 | 1.1850 | 0.395 |
| 6.52 | 1.0866 | 0.362 | 6.72 | 1.1200 | 0.373 | 6.92 | 1.1533 | 0.384 | 7.12 | 1.1866 | 0.396 |
| 6.53 | 1.0883 | 0.363 | 6.73 | 1.1216 | 0.374 | 6.93 | 1.1550 | 0.385 | 7.13 | 1.1883 | 0.396 |
| 6.54 | 1.0900 | 0.363 | 6.74 | 1.1233 | 0.374 | 6.94 | 1.1566 | 0.386 | 7.14 | 1.1900 | 0.397 |
| 6.55 | 1.0916 | 0.364 | 6.75 | 1.1250 | 0.375 | 6.95 | 1.1583 | 0.386 | 7.15 | 1.1916 | 0.397 |
| 6.56 | 1.0933 | 0.364 | 6.76 | 1.1266 | 0.376 | 6.96 | 1.1600 | 0.387 | 7.16 | 1.1933 | 0.398 |
| 6.57 | 1.0950 | 0.365 | 6.77 | 1.1283 | 0.376 | 6.97 | 1.1616 | 0.387 | 7.17 | 1.1950 | 0.398 |
| 6.58 | 1.0966 | 0.366 | 6.78 | 1.1300 | 0.377 | 6.98 | 1.1633 | 0.388 | 7.18 | 1.1966 | 0.399 |
| 6.59 | 1.0983 | 0.366 | 6.79 | 1.1316 | 0.377 | 6.99 | 1.1650 | 0.388 | 7.19 | 1.1983 | 0.399 |

Tableau II B (suite)

Table II B (continued)

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/3 intervalle commun entre largeurs — 1/3 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 7.20 | 1.2000 | 0.400 | 7.40 | 1.2333 | 0.411 | 7.60 | 1.2666 | 0.422 | 7.80 | 1.3000 | 0.433 |
| 7.21 | 1.2016 | 0.401 | 7.41 | 1.2350 | 0.412 | 7.61 | 1.2683 | 0.423 | 7.81 | 1.3016 | 0.434 |
| 7.22 | 1.2033 | 0.401 | 7.42 | 1.2366 | 0.412 | 7.62 | 1.2700 | 0.423 | 7.82 | 1.3033 | 0.434 |
| 7.23 | 1.2050 | 0.402 | 7.43 | 1.2383 | 0.413 | 7.63 | 1.2716 | 0.424 | 7.83 | 1.3050 | 0.435 |
| 7.24 | 1.2066 | 0.402 | 7.44 | 1.2400 | 0.413 | 7.64 | 1.2733 | 0.424 | 7.84 | 1.3066 | 0.436 |
| 7.25 | 1.2083 | 0.403 | 7.45 | 1.2416 | 0.414 | 7.65 | 1.2750 | 0.425 | 7.85 | 1.3083 | 0.436 |
| 7.26 | 1.2100 | 0.403 | 7.46 | 1.2433 | 0.414 | 7.66 | 1.2766 | 0.426 | 7.86 | 1.3100 | 0.437 |
| 7.27 | 1.2116 | 0.404 | 7.47 | 1.2450 | 0.415 | 7.67 | 1.2783 | 0.426 | 7.87 | 1.3116 | 0.437 |
| 7.28 | 1.2133 | 0.404 | 7.48 | 1.2466 | 0.416 | 7.68 | 1.2800 | 0.427 | 7.88 | 1.3133 | 0.438 |
| 7.29 | 1.2150 | 0.405 | 7.49 | 1.2483 | 0.416 | 7.69 | 1.2816 | 0.427 | 7.89 | 1.3150 | 0.438 |
| 7.30 | 1.2166 | 0.406 | 7.50 | 1.2500 | 0.417 | 7.70 | 1.2833 | 0.428 | 7.90 | 1.3166 | 0.439 |
| 7.31 | 1.2183 | 0.406 | 7.51 | 1.2516 | 0.417 | 7.71 | 1.2850 | 0.428 | 7.91 | 1.3183 | 0.439 |
| 7.32 | 1.2200 | 0.407 | 7.52 | 1.2533 | 0.418 | 7.72 | 1.2866 | 0.429 | 7.92 | 1.3200 | 0.440 |
| 7.33 | 1.2216 | 0.407 | 7.53 | 1.2550 | 0.418 | 7.73 | 1.2883 | 0.429 | 7.93 | 1.3216 | 0.441 |
| 7.34 | 1.2233 | 0.408 | 7.54 | 1.2566 | 0.419 | 7.74 | 1.2900 | 0.430 | 7.94 | 1.3233 | 0.441 |
| 7.35 | 1.2250 | 0.408 | 7.55 | 1.2583 | 0.419 | 7.75 | 1.2916 | 0.431 | 7.95 | 1.3250 | 0.442 |
| 7.36 | 1.2266 | 0.409 | 7.56 | 1.2600 | 0.420 | 7.76 | 1.2933 | 0.431 | 7.96 | 1.3266 | 0.442 |
| 7.37 | 1.2283 | 0.409 | 7.57 | 1.2616 | 0.421 | 7.77 | 1.2950 | 0.432 | 7.97 | 1.3283 | 0.443 |
| 7.38 | 1.2300 | 0.410 | 7.58 | 1.2633 | 0.421 | 7.78 | 1.2966 | 0.432 | 7.98 | 1.3300 | 0.443 |
| 7.39 | 1.2316 | 0.411 | 7.59 | 1.2650 | 0.422 | 7.79 | 1.2983 | 0.433 | 7.99 | 1.3316 | 0.444 |
| 8.00 | 1.3333 | 0.444 | 8.20 | 1.3666 | 0.456 | 8.40 | 1.4000 | 0.467 | 8.60 | 1.4333 | 0.478 |
| 8.01 | 1.3350 | 0.445 | 8.21 | 1.3683 | 0.456 | 8.41 | 1.4016 | 0.467 | 8.61 | 1.4350 | 0.478 |
| 8.02 | 1.3366 | 0.446 | 8.22 | 1.3700 | 0.457 | 8.42 | 1.4033 | 0.468 | 8.62 | 1.4366 | 0.479 |
| 8.03 | 1.3383 | 0.446 | 8.23 | 1.3716 | 0.457 | 8.43 | 1.4050 | 0.468 | 8.63 | 1.4383 | 0.479 |
| 8.04 | 1.3400 | 0.447 | 8.24 | 1.3733 | 0.458 | 8.44 | 1.4066 | 0.469 | 8.64 | 1.4400 | 0.480 |
| 8.05 | 1.3416 | 0.447 | 8.25 | 1.3750 | 0.458 | 8.45 | 1.4083 | 0.469 | 8.65 | 1.4416 | 0.481 |
| 8.06 | 1.3433 | 0.448 | 8.26 | 1.3766 | 0.459 | 8.46 | 1.4100 | 0.470 | 8.66 | 1.4433 | 0.481 |
| 8.07 | 1.3450 | 0.448 | 8.27 | 1.3783 | 0.459 | 8.47 | 1.4116 | 0.471 | 8.67 | 1.4450 | 0.482 |
| 8.08 | 1.3466 | 0.449 | 8.28 | 1.3800 | 0.460 | 8.48 | 1.4133 | 0.471 | 8.68 | 1.4466 | 0.482 |
| 8.09 | 1.3483 | 0.449 | 8.29 | 1.3816 | 0.461 | 8.49 | 1.4150 | 0.472 | 8.69 | 1.4483 | 0.483 |
| 8.10 | 1.3500 | 0.450 | 8.30 | 1.3833 | 0.461 | 8.50 | 1.4166 | 0.472 | 8.70 | 1.4500 | 0.483 |
| 8.11 | 1.3516 | 0.451 | 8.31 | 1.3850 | 0.462 | 8.51 | 1.4183 | 0.473 | 8.71 | 1.4516 | 0.484 |
| 8.12 | 1.3533 | 0.451 | 8.32 | 1.3866 | 0.462 | 8.52 | 1.4200 | 0.473 | 8.72 | 1.4533 | 0.484 |
| 8.13 | 1.3550 | 0.452 | 8.33 | 1.3883 | 0.463 | 8.53 | 1.4216 | 0.474 | 8.73 | 1.4550 | 0.485 |
| 8.14 | 1.3566 | 0.452 | 8.34 | 1.3900 | 0.463 | 8.54 | 1.4233 | 0.474 | 8.74 | 1.4566 | 0.486 |
| 8.15 | 1.3583 | 0.453 | 8.35 | 1.3916 | 0.464 | 8.55 | 1.4250 | 0.475 | 8.75 | 1.4583 | 0.486 |
| 8.16 | 1.3600 | 0.453 | 8.36 | 1.3933 | 0.464 | 8.56 | 1.4266 | 0.476 | 8.76 | 1.4600 | 0.487 |
| 8.17 | 1.3616 | 0.454 | 8.37 | 1.3950 | 0.465 | 8.57 | 1.4283 | 0.476 | 8.77 | 1.4616 | 0.487 |
| 8.18 | 1.3633 | 0.554 | 8.38 | 1.3966 | 0.466 | 8.58 | 1.4300 | 0.477 | 8.78 | 1.4633 | 0.488 |
| 8.19 | 1.3650 | 0.455 | 8.39 | 1.3983 | 0.466 | 8.59 | 1.4316 | 0.477 | 8.79 | 1.4650 | 0.488 |

Tableau II B (suite)

Table II B (continued)

| Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/4 hauteur de tonnage 1/4 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 8.80 | 1.4666 | 0.489 | 9.00 | 1.5000 | 0.500 | 9.20 | 1.5333 | 0.511 | 9.40 | 1.5666 | 0.522 |
| 8.81 | 1.4683 | 0.489 | 9.01 | 1.5016 | 0.501 | 9.21 | 1.5350 | 0.512 | 9.41 | 1.5683 | 0.523 |
| 8.82 | 1.4700 | 0.490 | 9.02 | 1.5033 | 0.501 | 9.22 | 1.5366 | 0.512 | 9.42 | 1.5700 | 0.523 |
| 8.83 | 1.4716 | 0.491 | 9.03 | 1.5050 | 0.502 | 9.23 | 1.5383 | 0.513 | 9.43 | 1.5716 | 0.524 |
| 8.84 | 1.4733 | 0.491 | 9.04 | 1.5066 | 0.502 | 9.24 | 1.5400 | 0.513 | 9.44 | 1.5733 | 0.524 |
| 8.85 | 1.4750 | 0.492 | 9.05 | 1.5083 | 0.503 | 9.25 | 1.5416 | 0.514 | 9.45 | 1.5750 | 0.535 |
| 8.86 | 1.4766 | 0.492 | 9.06 | 1.5100 | 0.503 | 9.26 | 1.5433 | 0.514 | 9.46 | 1.5766 | 0.526 |
| 8.87 | 1.4783 | 0.493 | 9.07 | 1.5116 | 0.504 | 9.27 | 1.5450 | 0.515 | 9.47 | 1.5783 | 0.536 |
| 8.88 | 1.4800 | 0.493 | 9.08 | 1.5133 | 0.504 | 9.28 | 1.5466 | 0.516 | 9.48 | 1.5800 | 0.527 |
| 8.89 | 1.4816 | 0.494 | 9.09 | 1.5150 | 0.505 | 9.29 | 1.5483 | 0.516 | 9.49 | 1.5816 | 0.527 |
| 8.90 | 1.4833 | 0.494 | 9.10 | 1.5166 | 0.506 | 9.30 | 1.5500 | 0.517 | 9.50 | 1.5833 | 0.528 |
| 8.91 | 1.4850 | 0.495 | 9.11 | 1.5183 | 0.506 | 9.31 | 1.5516 | 0.517 | 9.51 | 1.5850 | 0.528 |
| 8.92 | 1.4866 | 0.496 | 9.12 | 1.5200 | 0.507 | 9.32 | 1.5533 | 0.518 | 9.52 | 1.5866 | 0.529 |
| 8.93 | 1.4883 | 0.496 | 9.13 | 1.5216 | 0.507 | 9.33 | 1.5550 | 0.518 | 9.53 | 1.5883 | 0.529 |
| 8.94 | 1.4900 | 0.497 | 9.14 | 1.5233 | 0.508 | 9.34 | 1.5566 | 0.519 | 9.54 | 1.5900 | 0.530 |
| 8.95 | 1.4916 | 0.497 | 9.15 | 1.5250 | 0.508 | 9.35 | 1.5583 | 0.519 | 9.55 | 1.5916 | 0.531 |
| 8.96 | 1.4933 | 0.498 | 9.16 | 1.5266 | 0.509 | 9.36 | 1.5600 | 0.520 | 9.56 | 1.5933 | 0.531 |
| 8.97 | 1.4950 | 0.498 | 9.17 | 1.5283 | 0.509 | 9.37 | 1.5616 | 0.521 | 9.57 | 1.5950 | 0.532 |
| 8.98 | 1.4966 | 0.499 | 9.18 | 1.5300 | 0.510 | 9.38 | 1.5633 | 0.521 | 9.58 | 1.5966 | 0.532 |
| 8.99 | 1.4983 | 0.499 | 9.19 | 1.5316 | 0.511 | 9.39 | 1.5650 | 0.522 | 9.59 | 1.5983 | 0.533 |
| 9.60 | 1.6000 | 0.533 | 9.80 | 1.6333 | 0.544 | 10.00 | 1.6666 | 0.556 | 10.20 | 1.7000 | 0.567 |
| 9.61 | 1.6016 | 0.534 | 9.81 | 1.6350 | 0.545 | 10.01 | 1.6683 | 0.556 | 10.21 | 1.7016 | 0.567 |
| 9.62 | 1.6033 | 0.534 | 9.82 | 1.6366 | 0.546 | 10.02 | 1.6700 | 0.557 | 10.22 | 1.7033 | 0.568 |
| 9.63 | 1.6050 | 0.535 | 9.83 | 1.6383 | 0.546 | 10.03 | 1.6716 | 0.557 | 10.23 | 1.7050 | 0.568 |
| 9.64 | 1.6066 | 0.536 | 9.84 | 1.6400 | 0.547 | 10.04 | 1.6733 | 0.558 | 10.24 | 1.7066 | 0.569 |
| 9.65 | 1.6083 | 0.536 | 9.85 | 1.6416 | 0.547 | 10.05 | 1.6750 | 0.558 | 10.25 | 1.7083 | 0.569 |
| 9.66 | 1.6100 | 0.537 | 9.86 | 1.6433 | 0.548 | 10.06 | 1.6766 | 0.559 | 10.26 | 1.7100 | 0.570 |
| 9.67 | 1.6116 | 0.537 | 9.87 | 1.6450 | 0.548 | 10.07 | 1.6783 | 0.559 | 10.27 | 1.7116 | 0.571 |
| 9.68 | 1.6133 | 0.538 | 9.88 | 1.6466 | 0.549 | 10.08 | 1.6800 | 0.560 | 10.28 | 1.7133 | 0.571 |
| 9.69 | 1.6150 | 0.538 | 9.89 | 1.6483 | 0.549 | 10.09 | 1.6816 | 0.561 | 10.29 | 1.7150 | 0.572 |
| 9.70 | 1.6166 | 0.539 | 9.90 | 1.6500 | 0.550 | 10.10 | 1.6833 | 0.561 | 10.30 | 1.7166 | 0.572 |
| 9.71 | 1.6183 | 0.539 | 9.91 | 1.6516 | 0.551 | 10.11 | 1.6850 | 0.562 | 10.31 | 1.7183 | 0.573 |
| 9.72 | 1.6200 | 0.540 | 9.92 | 1.6533 | 0.551 | 10.12 | 1.6866 | 0.562 | 10.32 | 1.7200 | 0.573 |
| 9.73 | 1.6216 | 0.541 | 9.93 | 1.6550 | 0.552 | 10.13 | 1.6883 | 0.563 | 10.33 | 1.7216 | 0.574 |
| 9.74 | 1.6233 | 0.541 | 9.94 | 1.6566 | 0.552 | 10.14 | 1.6900 | 0.563 | 10.34 | 1.7233 | 0.574 |
| 9.75 | 1.6250 | 0.542 | 9.95 | 1.6583 | 0.553 | 10.15 | 1.6916 | 0.564 | 10.35 | 1.7250 | 0.575 |
| 9.76 | 1.6266 | 0.542 | 9.96 | 1.6600 | 0.553 | 10.16 | 1.6933 | 0.564 | 10.36 | 1.7266 | 0.576 |
| 9.77 | 1.6283 | 0.543 | 9.97 | 1.6616 | 0.554 | 10.17 | 1.6950 | 0.565 | 10.37 | 1.7283 | 0.576 |
| 9.78 | 1.6300 | 0.543 | 9.98 | 1.6633 | 0.554 | 10.18 | 1.6966 | 0.566 | 10.38 | 1.7300 | 0.577 |
| 9.79 | 1.6316 | 0.544 | 9.99 | 1.6650 | 0.555 | 10.19 | 1.6983 | 0.566 | 10.39 | 1.7316 | 0.577 |

Tableau II B (suite)

Table II B (continued)

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 10.40 | 1.7333 | 0.578 | 10.60 | 1.7666 | 0.589 | 10.80 | 1.8000 | 0.600 | 11.00 | 1.8333 | 0.611 |
| 10.41 | 1.7350 | 0.578 | 10.61 | 1.7683 | 0.589 | 10.81 | 1.8016 | 0.601 | 11.01 | 1.8350 | 0.612 |
| 10.42 | 1.7366 | 0.579 | 10.62 | 1.7700 | 0.590 | 10.82 | 1.8033 | 0.601 | 11.02 | 1.8366 | 0.612 |
| 10.43 | 1.7383 | 0.579 | 10.63 | 1.7716 | 0.591 | 10.83 | 1.8050 | 0.602 | 11.03 | 1.8383 | 0.613 |
| 10.44 | 1.7400 | 0.580 | 10.64 | 1.7733 | 0.591 | 10.84 | 1.8066 | 0.602 | 11.04 | 1.8400 | 0.613 |
| 10.45 | 1.7416 | 0.581 | 10.65 | 1.7750 | 0.592 | 10.85 | 1.8083 | 0.603 | 11.05 | 1.8416 | 0.614 |
| 10.46 | 1.7433 | 0.581 | 10.66 | 1.7766 | 0.592 | 10.86 | 1.8100 | 0.603 | 11.06 | 1.8433 | 0.614 |
| 10.47 | 1.7450 | 0.582 | 10.67 | 1.7783 | 0.593 | 10.87 | 1.8116 | 0.604 | 11.07 | 1.8450 | 0.615 |
| 10.48 | 1.7466 | 0.582 | 10.68 | 1.7800 | 0.593 | 10.88 | 1.8133 | 0.604 | 11.08 | 1.8466 | 0.616 |
| 10.49 | 1.7483 | 0.583 | 10.69 | 1.7816 | 0.594 | 10.89 | 1.8150 | 0.605 | 11.09 | 1.8483 | 0.616 |
| 10.50 | 1.7500 | 0.583 | 10.70 | 1.7833 | 0.594 | 10.90 | 1.8166 | 0.606 | 11.10 | 1.8500 | 0.617 |
| 10.51 | 1.7516 | 0.584 | 10.71 | 1.7850 | 0.595 | 10.91 | 1.8183 | 0.606 | 11.11 | 1.8516 | 0.617 |
| 10.52 | 1.7533 | 0.584 | 10.72 | 1.7866 | 0.596 | 10.92 | 1.8200 | 0.607 | 11.12 | 1.8533 | 0.618 |
| 10.53 | 1.7550 | 0.585 | 10.73 | 1.7883 | 0.596 | 10.93 | 1.8216 | 0.607 | 11.13 | 1.8550 | 0.618 |
| 10.54 | 1.7566 | 0.586 | 10.74 | 1.7900 | 0.597 | 10.94 | 1.8233 | 0.608 | 11.14 | 1.8566 | 0.619 |
| 10.55 | 1.7583 | 0.586 | 10.75 | 1.7916 | 0.597 | 10.95 | 1.8250 | 0.608 | 11.15 | 1.8583 | 0.619 |
| 10.56 | 1.7600 | 0.587 | 10.76 | 1.7933 | 0.598 | 10.96 | 1.8266 | 0.609 | 11.16 | 1.8600 | 0.620 |
| 10.57 | 1.7616 | 0.587 | 10.77 | 1.7950 | 0.598 | 10.97 | 1.8283 | 0.609 | 11.17 | 1.8616 | 0.621 |
| 10.58 | 1.7633 | 0.588 | 10.78 | 1.7966 | 0.599 | 10.98 | 1.8300 | 0.610 | 11.18 | 1.8633 | 0.621 |
| 10.59 | 1.7650 | 0.588 | 10.79 | 1.7983 | 0.599 | 10.99 | 1.8316 | 0.611 | 11.19 | 1.8650 | 0.622 |
| 11.20 | 1.8666 | 0.622 | 11.40 | 1.9000 | 0.633 | 11.60 | 1.9333 | 0.644 | 11.80 | 1.9666 | 0.656 |
| 11.21 | 1.8683 | 0.623 | 11.41 | 1.9016 | 0.634 | 11.61 | 1.9350 | 0.645 | 11.81 | 1.9683 | 0.656 |
| 11.22 | 1.8700 | 0.623 | 11.42 | 1.9033 | 0.634 | 11.62 | 1.9366 | 0.646 | 11.82 | 1.9700 | 0.657 |
| 11.23 | 1.8716 | 0.624 | 11.43 | 1.9050 | 0.635 | 11.63 | 1.9383 | 0.646 | 11.83 | 1.9716 | 0.657 |
| 11.24 | 1.8733 | 0.624 | 11.44 | 1.9066 | 0.636 | 11.64 | 1.9400 | 0.647 | 11.84 | 1.9733 | 0.658 |
| 11.25 | 1.8750 | 0.625 | 11.45 | 1.9083 | 0.636 | 11.65 | 1.9416 | 0.647 | 11.85 | 1.9750 | 0.658 |
| 11.26 | 1.8766 | 0.626 | 11.46 | 1.9100 | 0.637 | 11.66 | 1.9433 | 0.648 | 11.86 | 1.9766 | 0.659 |
| 11.27 | 1.8783 | 0.626 | 11.47 | 1.9116 | 0.637 | 11.67 | 1.9450 | 0.648 | 11.87 | 1.9783 | 0.659 |
| 11.28 | 1.8800 | 0.627 | 11.48 | 1.9133 | 0.638 | 11.68 | 1.9466 | 0.649 | 11.88 | 1.9800 | 0.660 |
| 11.29 | 1.8816 | 0.627 | 11.49 | 1.9150 | 0.638 | 11.69 | 1.9483 | 0.649 | 11.89 | 1.9816 | 0.661 |
| 11.30 | 1.8833 | 0.628 | 11.50 | 1.9166 | 0.639 | 11.70 | 1.9500 | 0.650 | 11.90 | 1.9833 | 0.661 |
| 11.31 | 1.8850 | 0.628 | 11.51 | 1.9183 | 0.639 | 11.71 | 1.9516 | 0.651 | 11.91 | 1.9850 | 0.662 |
| 11.32 | 1.8866 | 0.629 | 11.52 | 1.9200 | 0.640 | 11.72 | 1.9533 | 0.651 | 11.92 | 1.9866 | 0.662 |
| 11.33 | 1.8883 | 0.629 | 11.53 | 1.9216 | 0.641 | 11.73 | 1.9550 | 0.652 | 11.93 | 1.9883 | 0.663 |
| 11.34 | 1.8900 | 0.630 | 11.54 | 1.9233 | 0.641 | 11.74 | 1.9566 | 0.652 | 11.94 | 1.9900 | 0.663 |
| 11.35 | 1.8916 | 0.631 | 11.55 | 1.9250 | 0.642 | 11.75 | 1.9583 | 0.653 | 11.95 | 1.9916 | 0.664 |
| 11.36 | 1.8933 | 0.631 | 11.56 | 1.9266 | 0.642 | 11.76 | 1.9600 | 0.653 | 11.96 | 1.9933 | 0.664 |
| 11.37 | 1.8950 | 0.632 | 11.57 | 1.9283 | 0.643 | 11.77 | 1.9616 | 0.654 | 11.97 | 1.9950 | 0.665 |
| 11.38 | 1.8966 | 0.632 | 11.58 | 1.9300 | 0.643 | 11.78 | 1.9633 | 0.654 | 11.98 | 1.9966 | 0.666 |
| 11.39 | 1.8983 | 0.633 | 11.59 | 1.9316 | 0.644 | 11.79 | 1.9650 | 0.655 | 11.99 | 1.9983 | 0.666 |

Tableau II B (suite)

Table II B (continued)

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 12.00 | 2.0000 | 0.667 | 12.20 | 2.0333 | 0.678 | 12.40 | 2.0666 | 0.689 | 12.60 | 2.1000 | 0.700 |
| 12.01 | 2.0016 | 0.667 | 12.21 | 2.0350 | 0.678 | 12.41 | 2.0683 | 0.689 | 12.61 | 2.1016 | 0.701 |
| 12.02 | 2.0033 | 0.668 | 12.22 | 2.0366 | 0.679 | 12.42 | 2.0700 | 0.690 | 12.62 | 2.1033 | 0.701 |
| 12.03 | 2.0050 | 0.668 | 12.23 | 2.0383 | 0.679 | 12.43 | 2.0716 | 0.691 | 12.63 | 2.1050 | 0.702 |
| 12.04 | 2.0066 | 0.669 | 12.24 | 2.0400 | 0.680 | 12.44 | 2.0733 | 0.691 | 12.64 | 2.1066 | 0.702 |
| 12.05 | 2.0083 | 0.669 | 12.25 | 2.0416 | 0.681 | 12.45 | 2.0750 | 0.692 | 12.65 | 2.1083 | 0.703 |
| 12.06 | 2.0100 | 0.670 | 12.26 | 2.0433 | 0.681 | 12.46 | 2.0766 | 0.692 | 12.66 | 2.1100 | 0.703 |
| 12.07 | 2.0116 | 0.671 | 12.27 | 2.0450 | 0.682 | 12.47 | 2.0783 | 0.693 | 12.67 | 2.1116 | 0.704 |
| 12.08 | 2.0133 | 0.671 | 12.28 | 2.0466 | 0.682 | 12.48 | 2.0800 | 0.693 | 12.68 | 2.1133 | 0.704 |
| 12.09 | 2.0150 | 0.672 | 12.29 | 2.0483 | 0.683 | 12.49 | 2.0816 | 0.694 | 12.69 | 2.1150 | 0.705 |
| 12.10 | 2.0166 | 0.672 | 12.30 | 2.0500 | 0.683 | 12.50 | 2.0833 | 0.694 | 12.70 | 2.1166 | 0.706 |
| 12.11 | 2.0183 | 0.673 | 12.31 | 2.0516 | 0.684 | 12.51 | 2.0850 | 0.695 | 12.71 | 2.1183 | 0.706 |
| 12.12 | 2.0200 | 0.673 | 12.32 | 2.0533 | 0.684 | 12.52 | 2.0866 | 0.696 | 12.72 | 2.1200 | 0.707 |
| 12.13 | 2.0216 | 0.674 | 12.33 | 2.0550 | 0.685 | 12.53 | 2.0883 | 0.696 | 12.73 | 2.1216 | 0.707 |
| 12.14 | 2.0233 | 0.674 | 12.34 | 2.0566 | 0.686 | 12.54 | 2.0900 | 0.697 | 12.74 | 2.1233 | 0.708 |
| 12.15 | 2.0250 | 0.675 | 12.35 | 2.0583 | 0.686 | 12.55 | 2.0916 | 0.697 | 12.75 | 2.1250 | 0.708 |
| 12.16 | 2.0266 | 0.676 | 12.36 | 2.0600 | 0.687 | 12.56 | 2.0933 | 0.698 | 12.76 | 2.1266 | 0.709 |
| 12.17 | 2.0283 | 0.676 | 12.37 | 2.0616 | 0.687 | 12.57 | 2.0950 | 0.698 | 12.77 | 2.1283 | 0.709 |
| 12.18 | 2.0300 | 0.677 | 12.38 | 2.0633 | 0.688 | 12.58 | 2.0966 | 0.699 | 12.78 | 2.1300 | 0.710 |
| 12.19 | 2.0316 | 0.677 | 12.39 | 2.0650 | 0.688 | 12.59 | 2.0983 | 0.699 | 12.79 | 2.1316 | 0.711 |
| 12.80 | 2.1333 | 0.711 | 13.00 | 2.1666 | 0.722 | 13.20 | 2.2000 | 0.733 | 13.40 | 2.2333 | 0.744 |
| 12.81 | 2.1350 | 0.712 | 13.01 | 2.1683 | 0.723 | 13.21 | 2.2016 | 0.734 | 13.41 | 2.2350 | 0.745 |
| 12.82 | 2.1366 | 0.712 | 13.02 | 2.1700 | 0.723 | 13.22 | 2.2033 | 0.734 | 13.42 | 2.2366 | 0.746 |
| 12.83 | 2.1383 | 0.713 | 13.03 | 2.1716 | 0.724 | 13.23 | 2.2050 | 0.735 | 13.43 | 2.2383 | 0.746 |
| 12.84 | 2.1400 | 0.713 | 13.04 | 2.1733 | 0.724 | 13.24 | 2.2066 | 0.736 | 13.44 | 2.2400 | 0.747 |
| 12.85 | 2.1416 | 0.714 | 13.05 | 2.1750 | 0.725 | 13.25 | 2.2083 | 0.736 | 13.45 | 2.2416 | 0.747 |
| 12.86 | 2.1433 | 0.714 | 13.06 | 2.1766 | 0.726 | 13.26 | 2.2100 | 0.737 | 13.46 | 2.2433 | 0.748 |
| 12.87 | 2.1450 | 0.715 | 13.07 | 2.1783 | 0.726 | 13.27 | 2.2116 | 0.737 | 13.47 | 2.2450 | 0.748 |
| 12.88 | 2.1466 | 0.716 | 13.08 | 2.1800 | 0.727 | 13.28 | 2.2133 | 0.738 | 13.48 | 2.2466 | 0.749 |
| 12.89 | 2.1483 | 0.716 | 13.09 | 2.1816 | 0.727 | 13.29 | 2.2150 | 0.738 | 13.49 | 2.2483 | 0.749 |
| 12.90 | 2.1500 | 0.717 | 13.10 | 2.1833 | 0.728 | 13.30 | 2.2166 | 0.739 | 13.50 | 2.2500 | 0.750 |
| 12.91 | 2.1516 | 0.717 | 13.11 | 2.1850 | 0.728 | 13.31 | 2.2183 | 0.739 | 13.51 | 2.2516 | 0.751 |
| 12.92 | 2.1533 | 0.718 | 13.12 | 2.1866 | 0.729 | 13.32 | 2.2200 | 0.740 | 13.52 | 2.2533 | 0.751 |
| 12.93 | 2.1550 | 0.718 | 13.13 | 2.1883 | 0.729 | 13.33 | 2.2216 | 0.741 | 13.53 | 2.2550 | 0.752 |
| 12.94 | 2.1566 | 0.719 | 13.14 | 2.1900 | 0.730 | 13.34 | 2.2233 | 0.741 | 13.54 | 2.2566 | 0.752 |
| 12.95 | 2.1583 | 0.719 | 13.15 | 2.1916 | 0.731 | 13.35 | 2.2250 | 0.742 | 13.55 | 2.2583 | 0.753 |
| 12.96 | 2.1600 | 0.720 | 13.16 | 2.1933 | 0.731 | 13.36 | 2.2266 | 0.742 | 13.56 | 2.2600 | 0.753 |
| 12.97 | 2.1616 | 0.721 | 13.17 | 2.1950 | 0.732 | 13.37 | 2.2283 | 0.743 | 13.57 | 2.2616 | 0.754 |
| 12.98 | 2.1633 | 0.721 | 13.18 | 2.1966 | 0.732 | 13.38 | 2.2300 | 0.743 | 13.58 | 2.2633 | 0.754 |
| 12.99 | 2.1650 | 0.722 | 13.19 | 2.1983 | 0.733 | 13.39 | 2.2316 | 0.744 | 13.59 | 2.2650 | 0.755 |

Tableau II B (suite)

Table II B (continued)

| Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/2 hauteur de tonnage 1/2 tonnage depth | 1/2 intervalle commun entre largeurs — 1/2 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 13.60 | 2.2666 | 0.756 | 13.80 | 2.3000 | 0.767 | 14.00 | 2.3333 | 0.778 | 14.20 | 2.3666 | 0.789 |
| 13.61 | 2.2683 | 0.756 | 13.81 | 2.3016 | 0.767 | 14.01 | 2.3350 | 0.778 | 14.21 | 2.3683 | 0.789 |
| 13.62 | 2.2700 | 0.757 | 13.82 | 2.3033 | 0.768 | 14.02 | 2.3366 | 0.779 | 14.22 | 2.3700 | 0.790 |
| 13.63 | 2.2716 | 0.757 | 13.83 | 2.3050 | 0.768 | 14.03 | 2.3383 | 0.779 | 14.23 | 2.3716 | 0.791 |
| 13.64 | 2.2733 | 0.758 | 13.84 | 2.3066 | 0.769 | 14.04 | 2.3400 | 0.780 | 14.24 | 2.3733 | 0.791 |
| 13.65 | 2.2750 | 0.758 | 13.85 | 2.3083 | 0.769 | 14.05 | 2.3416 | 0.781 | 14.25 | 2.3750 | 0.792 |
| 13.66 | 2.2766 | 0.759 | 13.86 | 2.3100 | 0.770 | 14.06 | 2.3433 | 0.781 | 14.26 | 2.3766 | 0.792 |
| 13.67 | 2.2783 | 0.759 | 13.87 | 2.3116 | 0.771 | 14.07 | 2.3450 | 0.782 | 14.27 | 2.3783 | 0.793 |
| 13.68 | 2.2800 | 0.760 | 13.88 | 2.3133 | 0.771 | 14.08 | 2.3466 | 0.782 | 14.28 | 2.3800 | 0.793 |
| 13.69 | 2.2816 | 0.761 | 13.89 | 2.3150 | 0.772 | 14.09 | 2.3483 | 0.783 | 14.29 | 2.3816 | 0.794 |
| 13.70 | 2.2833 | 0.761 | 13.90 | 2.3166 | 0.772 | 14.10 | 2.3500 | 0.783 | 14.30 | 2.3833 | 0.794 |
| 13.71 | 2.2850 | 0.762 | 13.91 | 2.3183 | 0.773 | 14.11 | 2.3516 | 0.784 | 14.31 | 2.3850 | 0.795 |
| 13.72 | 2.2866 | 0.762 | 13.92 | 2.3200 | 0.773 | 14.12 | 2.3533 | 0.784 | 14.32 | 2.3866 | 0.796 |
| 13.73 | 2.2883 | 0.763 | 13.93 | 2.3216 | 0.774 | 14.13 | 2.3550 | 0.785 | 14.33 | 2.3883 | 0.796 |
| 13.74 | 2.2900 | 0.763 | 13.94 | 2.3233 | 0.774 | 14.14 | 2.3566 | 0.786 | 14.34 | 2.3900 | 0.797 |
| 13.75 | 2.2916 | 0.764 | 13.95 | 2.3250 | 0.775 | 14.15 | 2.3583 | 0.786 | 14.35 | 2.3916 | 0.797 |
| 13.76 | 2.2933 | 0.764 | 13.96 | 2.3266 | 0.776 | 14.16 | 2.3600 | 0.787 | 14.36 | 2.3933 | 0.798 |
| 13.77 | 2.2950 | 0.765 | 13.97 | 2.3283 | 0.776 | 14.17 | 2.3616 | 0.787 | 14.37 | 2.3950 | 0.798 |
| 13.78 | 2.2966 | 0.766 | 13.98 | 2.3300 | 0.777 | 14.18 | 2.3633 | 0.788 | 14.38 | 2.3966 | 0.799 |
| 13.79 | 2.2983 | 0.766 | 13.99 | 2.3316 | 0.777 | 14.19 | 2.3650 | 0.788 | 14.39 | 2.3983 | 0.799 |
| 14.40 | 2.4000 | 0.800 | 14.60 | 2.4333 | 0.811 | 14.80 | 2.4666 | 0.822 | 15.00 | 2.5000 | 0.833 |
| 14.41 | 2.4016 | 0.801 | 14.61 | 2.4350 | 0.812 | 14.81 | 2.4683 | 0.823 | 15.01 | 2.5016 | 0.834 |
| 14.42 | 2.4033 | 0.801 | 14.62 | 2.4366 | 0.812 | 14.82 | 2.4700 | 0.823 | 15.02 | 2.5033 | 0.834 |
| 14.43 | 2.4050 | 0.802 | 14.63 | 2.4383 | 0.813 | 14.83 | 2.4716 | 0.824 | 15.03 | 2.5050 | 0.835 |
| 14.44 | 2.4066 | 0.802 | 14.64 | 2.4400 | 0.813 | 14.84 | 2.4733 | 0.824 | 15.04 | 2.5066 | 0.836 |
| 14.45 | 2.4083 | 0.803 | 14.65 | 2.4416 | 0.814 | 14.85 | 2.4750 | 0.825 | 15.05 | 2.5083 | 0.836 |
| 14.46 | 2.4100 | 0.803 | 14.66 | 2.4433 | 0.814 | 14.86 | 2.4766 | 0.826 | 15.06 | 2.5100 | 0.837 |
| 14.47 | 2.4116 | 0.804 | 14.67 | 2.4450 | 0.815 | 14.87 | 2.4783 | 0.826 | 15.07 | 2.5116 | 0.837 |
| 14.48 | 2.4133 | 0.804 | 14.68 | 2.4466 | 0.816 | 14.88 | 2.4800 | 0.827 | 15.08 | 2.5133 | 0.838 |
| 14.49 | 2.4150 | 0.805 | 14.69 | 2.4483 | 0.816 | 14.89 | 2.4816 | 0.827 | 15.09 | 2.5150 | 0.838 |
| 14.50 | 2.4166 | 0.806 | 14.70 | 2.4500 | 0.817 | 14.90 | 2.4833 | 0.828 | 15.10 | 2.5166 | 0.839 |
| 14.51 | 2.4183 | 0.806 | 14.71 | 2.4516 | 0.817 | 14.91 | 2.4850 | 0.828 | 15.11 | 2.5183 | 0.839 |
| 14.52 | 2.4200 | 0.807 | 14.72 | 2.4533 | 0.818 | 14.92 | 2.4866 | 0.829 | 15.12 | 2.5200 | 0.840 |
| 14.53 | 2.4216 | 0.807 | 14.73 | 2.4550 | 0.818 | 14.93 | 2.4883 | 0.829 | 15.13 | 2.5216 | 0.841 |
| 14.54 | 2.4233 | 0.808 | 14.74 | 2.4566 | 0.819 | 14.94 | 2.4900 | 0.830 | 15.14 | 2.5233 | 0.841 |
| 14.55 | 2.4250 | 0.808 | 14.75 | 2.4583 | 0.819 | 14.95 | 2.4916 | 0.831 | 15.15 | 2.5250 | 0.842 |
| 14.56 | 2.4266 | 0.809 | 14.76 | 2.4600 | 0.820 | 14.96 | 2.4933 | 0.831 | 15.16 | 2.5266 | 0.842 |
| 14.57 | 2.4283 | 0.809 | 14.77 | 2.4616 | 0.821 | 14.97 | 2.4950 | 0.832 | 15.17 | 2.5283 | 0.843 |
| 14.58 | 2.4300 | 0.810 | 14.78 | 2.4633 | 0.821 | 14.98 | 2.4966 | 0.832 | 15.18 | 2.5300 | 0.843 |
| 14.59 | 2.4316 | 0.811 | 14.79 | 2.4650 | 0.822 | 14.99 | 2.4983 | 0.833 | 15.19 | 2.5316 | 0.844 |

Tableau II B (suite)

Table II B (continued)

| Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/8 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/8 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/8 common interval between breadths | Hauteur de tonnage Tonnage depth | 1/8 hauteur de tonnage 1/8 tonnage depth | 1/2 intervalle commun entre largeurs — 1/8 common interval between breadths |
|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|-------------------------------------|---|---|
| 15.20 | 2.5333 | 0.844 | 15.40 | 2.5666 | 0.856 | 15.60 | 2.6000 | 0.867 | 15.80 | 2.6333 | 0.878 |
| 15.21 | 2.5350 | 0.845 | 15.41 | 2.5683 | 0.856 | 15.61 | 2.6016 | 0.867 | 15.81 | 2.6350 | 0.878 |
| 15.22 | 2.5366 | 0.846 | 15.42 | 2.5700 | 0.857 | 15.62 | 2.6033 | 0.868 | 15.82 | 2.6366 | 0.879 |
| 15.23 | 2.5383 | 0.846 | 15.43 | 2.5716 | 0.857 | 15.63 | 2.6050 | 0.868 | 15.83 | 2.6383 | 0.879 |
| 15.24 | 2.5400 | 0.847 | 15.44 | 2.5733 | 0.858 | 15.64 | 2.6066 | 0.869 | 15.84 | 2.6400 | 0.880 |
| 15.25 | 2.5416 | 0.847 | 15.45 | 2.5750 | 0.858 | 15.65 | 2.6083 | 0.869 | 15.85 | 2.6416 | 0.881 |
| 15.26 | 2.5433 | 0.848 | 15.46 | 2.5766 | 0.859 | 15.66 | 2.6100 | 0.870 | 15.86 | 2.6433 | 0.881 |
| 15.27 | 2.5450 | 0.848 | 15.47 | 2.5783 | 0.859 | 15.67 | 2.6116 | 0.871 | 15.87 | 2.6450 | 0.882 |
| 15.28 | 2.5466 | 0.849 | 15.48 | 2.5800 | 0.860 | 15.68 | 2.6133 | 0.871 | 15.88 | 2.6466 | 0.883 |
| 15.29 | 2.5483 | 0.849 | 15.49 | 2.5816 | 0.861 | 15.69 | 2.6150 | 0.872 | 15.89 | 2.6483 | 0.883 |
| 15.30 | 2.5500 | 0.850 | 15.50 | 2.5833 | 0.861 | 15.70 | 2.6166 | 0.872 | 15.90 | 2.6500 | 0.884 |
| 15.31 | 2.5516 | 0.851 | 15.51 | 2.5850 | 0.862 | 15.71 | 2.6183 | 0.873 | 15.91 | 2.6516 | 0.884 |
| 15.32 | 2.5533 | 0.851 | 15.52 | 2.5866 | 0.862 | 15.72 | 2.6200 | 0.873 | 15.92 | 2.6533 | 0.885 |
| 15.33 | 2.5550 | 0.852 | 15.53 | 2.5883 | 0.863 | 15.73 | 2.6216 | 0.874 | 15.93 | 2.6550 | 0.885 |
| 15.34 | 2.5566 | 0.852 | 15.54 | 2.5900 | 0.863 | 15.74 | 2.6233 | 0.874 | 15.94 | 2.6566 | 0.886 |
| 15.35 | 2.5583 | 0.853 | 15.55 | 2.5916 | 0.864 | 15.75 | 2.6250 | 0.875 | 15.95 | 2.6583 | 0.886 |
| 15.36 | 2.5600 | 0.853 | 15.56 | 2.5933 | 0.864 | 15.76 | 2.6266 | 0.876 | 15.96 | 2.6600 | 0.887 |
| 15.37 | 2.5616 | 0.854 | 15.57 | 2.5950 | 0.865 | 15.77 | 2.6283 | 0.876 | 15.97 | 2.6616 | 0.887 |
| 15.38 | 2.5633 | 0.854 | 15.58 | 2.5966 | 0.866 | 15.78 | 2.6300 | 0.877 | 15.98 | 2.6633 | 0.888 |
| 15.39 | 2.5650 | 0.855 | 15.59 | 2.5983 | 0.866 | 15.79 | 2.6316 | 0.877 | 15.99 | 2.6650 | 0.888 |

Tableau III A **Table III A**
DE CONVERSION DE TONNEAUX DE **FOR CONVERTING REGISTER TONS**
JAUGE EN MÈTRES CUBES **INTO CUBIC METRES**

| Tonneaux Tons | Mètres cubes Cubic metres | | | | Tonneaux Tons | Mètres cubes Cubic metres | | | |
|------------------|------------------------------|---------------------|-----------------------|---------------------------|------------------|------------------------------|---------------------|-----------------------|---------------------------|
| | 1 fois once | 10 fois 10 times | 100 fois 100 times | 1,000 fois 1,000 times | | 1 fois once | 10 fois 10 times | 100 fois 100 times | 1,000 fois 1,000 times |
| 1 | 2 | 8 | 3 | 0 | 51 | 144 | 3 | 3 | 0 |
| 2 | 5 | 6 | 6 | 0 | 52 | 147 | 1 | 6 | 0 |
| 3 | 8 | 4 | 9 | 0 | 53 | 149 | 9 | 9 | 0 |
| 4 | 11 | 3 | 2 | 0 | 54 | 152 | 8 | 2 | 0 |
| 5 | 14 | 1 | 5 | 0 | 55 | 155 | 6 | 5 | 0 |
| 6 | 16 | 9 | 8 | 0 | 56 | 158 | 4 | 8 | 0 |
| 7 | 19 | 8 | 1 | 0 | 57 | 161 | 3 | 1 | 0 |
| 8 | 22 | 6 | 4 | 0 | 58 | 164 | 1 | 4 | 0 |
| 9 | 25 | 4 | 7 | 0 | 59 | 166 | 9 | 7 | 0 |
| 10 | 28 | 3 | 0 | 0 | 60 | 169 | 8 | 0 | 0 |
| 11 | 31 | 1 | 3 | 0 | 61 | 172 | 6 | 3 | 0 |
| 12 | 33 | 9 | 6 | 0 | 62 | 175 | 4 | 6 | 0 |
| 13 | 36 | 7 | 9 | 0 | 63 | 178 | 2 | 9 | 0 |
| 14 | 39 | 6 | 2 | 0 | 64 | 181 | 1 | 2 | 0 |
| 15 | 42 | 4 | 5 | 0 | 65 | 183 | 9 | 5 | 0 |
| 16 | 45 | 2 | 8 | 0 | 66 | 186 | 7 | 8 | 0 |
| 17 | 48 | 1 | 1 | 0 | 67 | 189 | 6 | 1 | 0 |
| 18 | 50 | 9 | 4 | 0 | 68 | 192 | 4 | 4 | 0 |
| 19 | 53 | 7 | 7 | 0 | 69 | 195 | 2 | 7 | 0 |
| 20 | 56 | 6 | 0 | 0 | 70 | 198 | 1 | 0 | 0 |
| 21 | 59 | 4 | 3 | 0 | 71 | 200 | 9 | 3 | 0 |
| 22 | 62 | 2 | 6 | 0 | 72 | 203 | 7 | 6 | 0 |
| 23 | 65 | 0 | 9 | 0 | 73 | 206 | 5 | 9 | 0 |
| 24 | 67 | 9 | 2 | 0 | 74 | 209 | 4 | 2 | 0 |
| 25 | 70 | 7 | 5 | 0 | 75 | 212 | 2 | 5 | 0 |
| 26 | 73 | 5 | 8 | 0 | 76 | 215 | 0 | 8 | 0 |
| 27 | 76 | 4 | 1 | 0 | 77 | 217 | 9 | 1 | 0 |
| 28 | 79 | 2 | 4 | 0 | 78 | 220 | 7 | 4 | 0 |
| 29 | 82 | 0 | 7 | 0 | 79 | 223 | 5 | 7 | 0 |
| 30 | 84 | 9 | 0 | 0 | 80 | 226 | 4 | 0 | 0 |
| 31 | 87 | 7 | 3 | 0 | 81 | 229 | 2 | 3 | 0 |
| 32 | 90 | 5 | 6 | 0 | 82 | 232 | 0 | 6 | 0 |
| 33 | 93 | 3 | 9 | 0 | 83 | 234 | 8 | 9 | 0 |
| 34 | 96 | 2 | 2 | 0 | 84 | 637 | 7 | 2 | 0 |
| 35 | 99 | 0 | 5 | 0 | 85 | 240 | 5 | 5 | 0 |
| 36 | 101 | 8 | 8 | 0 | 86 | 243 | 3 | 8 | 0 |
| 37 | 104 | 7 | 1 | 0 | 87 | 246 | 2 | 1 | 0 |
| 38 | 107 | 5 | 4 | 0 | 88 | 249 | 0 | 4 | 0 |
| 39 | 110 | 3 | 7 | 0 | 89 | 251 | 8 | 7 | 0 |
| 40 | 113 | 2 | 0 | 0 | 90 | 254 | 7 | 0 | 0 |
| 41 | 116 | 0 | 3 | 0 | 91 | 257 | 5 | 3 | 0 |
| 42 | 118 | 8 | 6 | 0 | 92 | 260 | 3 | 6 | 0 |
| 43 | 121 | 6 | 9 | 0 | 93 | 263 | 1 | 9 | 0 |
| 44 | 124 | 5 | 2 | 0 | 94 | 266 | 0 | 2 | 0 |
| 45 | 127 | 3 | 5 | 0 | 95 | 268 | 8 | 5 | 0 |
| 46 | 130 | 1 | 8 | 0 | 96 | 271 | 6 | 8 | 0 |
| 47 | 133 | 0 | 1 | 0 | 97 | 274 | 5 | 1 | 0 |
| 48 | 135 | 8 | 4 | 0 | 98 | 277 | 3 | 4 | 0 |
| 49 | 138 | 6 | 7 | 0 | 99 | 280 | 1 | 7 | 0 |
| 50 | 141 | 5 | 0 | 0 | 100 | 283 | 0 | 0 | 0 |

Tableau III B
DE CONVERSION DE TONNEAUX
DE JAUGE EN MÈTRES CUBES

Table III B
FOR CONVERTING REGISTER TONS
INTO CUBIC METRES

| Tonneaux Tons | Mètres cubes Cubic metres | Tonneaux Tons | Mètres cubes Cubic metres |
|------------------|------------------------------|------------------|------------------------------|
| 0.01 | 0.0283 | 0.51 | 1.4433 |
| 0.02 | 0.0566 | 0.52 | 1.4716 |
| 0.03 | 0.0849 | 0.53 | 1.4999 |
| 0.04 | 0.1132 | 0.54 | 1.5282 |
| 0.05 | 0.1415 | 0.55 | 1.5565 |
| 0.06 | 0.1698 | 0.56 | 1.5848 |
| 0.07 | 0.1981 | 0.57 | 1.6131 |
| 0.08 | 0.2264 | 0.58 | 1.6414 |
| 0.09 | 0.2547 | 0.59 | 1.6697 |
| 0.10 | 0.2830 | 0.60 | 1.6980 |
| 0.11 | 0.3113 | 0.61 | 1.7263 |
| 0.12 | 0.3396 | 0.62 | 1.7546 |
| 0.13 | 0.3679 | 0.63 | 1.7829 |
| 0.14 | 0.3962 | 0.64 | 1.8112 |
| 0.15 | 0.4245 | 0.65 | 1.8395 |
| 0.16 | 0.4528 | 0.66 | 1.8678 |
| 0.17 | 0.4811 | 0.67 | 1.8961 |
| 0.18 | 0.5094 | 0.68 | 1.9244 |
| 0.19 | 0.5377 | 0.69 | 1.9527 |
| 0.20 | 0.5660 | 0.70 | 1.9810 |
| 0.21 | 0.5943 | 0.71 | 2.0093 |
| 0.22 | 0.6226 | 0.72 | 2.0376 |
| 0.23 | 0.6509 | 0.73 | 2.0659 |
| 0.24 | 0.6792 | 0.74 | 2.0942 |
| 0.25 | 0.7075 | 0.75 | 2.1225 |
| 0.26 | 0.7358 | 0.76 | 2.1508 |
| 0.27 | 0.7641 | 0.77 | 2.1791 |
| 0.28 | 0.7924 | 0.78 | 2.2074 |
| 0.29 | 0.8207 | 0.79 | 2.2357 |
| 0.30 | 0.8490 | 0.80 | 2.2640 |
| 0.31 | 0.8773 | 0.81 | 2.2923 |
| 0.32 | 0.9056 | 0.82 | 2.3206 |
| 0.33 | 0.9339 | 0.83 | 2.3489 |
| 0.34 | 0.9622 | 0.84 | 2.3772 |
| 0.35 | 0.9905 | 0.85 | 2.4055 |
| 0.36 | 1.0188 | 0.86 | 2.4338 |
| 0.37 | 1.0471 | 0.87 | 2.4621 |
| 0.38 | 1.0754 | 0.88 | 2.4904 |
| 0.39 | 1.1037 | 0.89 | 2.5187 |
| 0.40 | 1.1320 | 0.90 | 2.5470 |
| 0.41 | 1.1603 | 0.91 | 2.5753 |
| 0.42 | 1.1886 | 0.92 | 2.6036 |
| 0.43 | 1.2169 | 0.93 | 2.6319 |
| 0.44 | 1.2452 | 0.94 | 2.6602 |
| 0.45 | 1.2735 | 0.95 | 2.6885 |
| 0.46 | 1.3018 | 0.96 | 2.7168 |
| 0.47 | 1.3301 | 0.97 | 2.7451 |
| 0.48 | 1.3584 | 0.98 | 2.7734 |
| 0.49 | 1.3867 | 0.99 | 2.8017 |
| 0.50 | 1.4150 | 1.00 | 2.8300 |

Tableau IV A
DE CONVERSION DE MÈTRES CUBES
EN TONNEAUX DE JAUGE

Table IV A
FOR CONVERTING CUBIC METRES
INTO REGISTER TONS

| Mètres cubes Cubic metres | Tonneaux Tons | | | | | | | Mètres cubes Cubic metres | Tonneaux Tons | | | | | | |
|------------------------------------|------------------|---------------------|-----------------------|---------------------------|-----------------------------|-------------------------------|-----|------------------------------------|------------------|---------------------|-----------------------|---------------------------|-----------------------------|-------------------------------|-----|
| | 1 fois once | 10 fois 10 times | 100 fois 100 times | 1,000 fois 1,000 times | 10,000 fois 10,000 times | 100,000 fois 100,000 times | | | 1 fois once | 10 fois 10 times | 100 fois 100 times | 1,000 fois 1,000 times | 10,000 fois 10,000 times | 100,000 fois 100,000 times | |
| 1 | 0 | 3 | 5 | 3 | 3 | 5 | 689 | 51 | 18 | 0 | 2 | 1 | 2 | 0 | 139 |
| 2 | 0 | 7 | 0 | 6 | 7 | 1 | 378 | 52 | 18 | 3 | 7 | 4 | 5 | 5 | 828 |
| 3 | 1 | 0 | 6 | 0 | 0 | 7 | 067 | 53 | 18 | 7 | 2 | 7 | 9 | 1 | 517 |
| 4 | 1 | 4 | 1 | 3 | 4 | 2 | 756 | 54 | 19 | 0 | 8 | 1 | 2 | 7 | 206 |
| 5 | 1 | 7 | 6 | 6 | 7 | 8 | 445 | 55 | 19 | 4 | 3 | 4 | 6 | 2 | 895 |
| 6 | 2 | 1 | 2 | 0 | 1 | 4 | 134 | 56 | 19 | 7 | 8 | 7 | 9 | 8 | 584 |
| 7 | 2 | 4 | 7 | 3 | 4 | 9 | 823 | 57 | 20 | 1 | 4 | 1 | 3 | 4 | 273 |
| 8 | 2 | 8 | 2 | 6 | 8 | 5 | 512 | 58 | 20 | 4 | 9 | 4 | 6 | 9 | 962 |
| 9 | 3 | 1 | 8 | 0 | 2 | 1 | 201 | 59 | 20 | 8 | 4 | 8 | 0 | 5 | 651 |
| 10 | 3 | 5 | 3 | 3 | 5 | 6 | 890 | 60 | 21 | 2 | 0 | 1 | 4 | 1 | 340 |
| 11 | 3 | 8 | 8 | 6 | 9 | 2 | 579 | 61 | 21 | 5 | 5 | 4 | 7 | 7 | 029 |
| 12 | 4 | 2 | 4 | 0 | 2 | 8 | 268 | 62 | 21 | 9 | 0 | 8 | 1 | 2 | 718 |
| 13 | 4 | 5 | 9 | 3 | 6 | 3 | 957 | 63 | 22 | 2 | 6 | 1 | 4 | 8 | 407 |
| 14 | 4 | 9 | 4 | 6 | 9 | 9 | 646 | 64 | 22 | 6 | 1 | 4 | 8 | 4 | 096 |
| 15 | 5 | 3 | 0 | 0 | 3 | 5 | 335 | 65 | 22 | 9 | 6 | 8 | 1 | 9 | 785 |
| 16 | 5 | 6 | 5 | 3 | 7 | 1 | 024 | 66 | 23 | 3 | 2 | 1 | 5 | 5 | 474 |
| 17 | 6 | 0 | 0 | 7 | 0 | 6 | 713 | 67 | 23 | 6 | 7 | 4 | 9 | 1 | 163 |
| 18 | 6 | 3 | 6 | 0 | 4 | 2 | 402 | 68 | 24 | 0 | 2 | 8 | 2 | 6 | 852 |
| 19 | 6 | 7 | 1 | 3 | 7 | 8 | 091 | 69 | 24 | 3 | 8 | 1 | 6 | 2 | 541 |
| 20 | 7 | 0 | 6 | 7 | 1 | 3 | 780 | 70 | 24 | 7 | 3 | 4 | 9 | 8 | 230 |
| 21 | 7 | 4 | 2 | 0 | 4 | 9 | 469 | 71 | 25 | 0 | 8 | 8 | 3 | 3 | 919 |
| 22 | 7 | 7 | 7 | 3 | 8 | 5 | 158 | 72 | 25 | 4 | 4 | 1 | 6 | 9 | 608 |
| 23 | 8 | 1 | 2 | 7 | 2 | 0 | 847 | 73 | 25 | 7 | 9 | 5 | 0 | 5 | 297 |
| 24 | 8 | 4 | 8 | 0 | 5 | 6 | 536 | 74 | 26 | 1 | 4 | 8 | 4 | 0 | 986 |
| 25 | 8 | 8 | 3 | 3 | 9 | 2 | 225 | 75 | 26 | 5 | 0 | 1 | 7 | 6 | 675 |
| 26 | 9 | 1 | 8 | 7 | 2 | 7 | 914 | 76 | 26 | 8 | 5 | 5 | 1 | 2 | 364 |
| 27 | 9 | 5 | 4 | 0 | 6 | 3 | 603 | 77 | 27 | 2 | 0 | 8 | 4 | 8 | 053 |
| 28 | 9 | 8 | 9 | 3 | 9 | 9 | 292 | 78 | 27 | 5 | 6 | 1 | 8 | 3 | 742 |
| 29 | 10 | 2 | 4 | 7 | 3 | 4 | 981 | 79 | 27 | 9 | 1 | 5 | 1 | 9 | 431 |
| 30 | 10 | 6 | 0 | 0 | 7 | 0 | 670 | 80 | 28 | 2 | 6 | 8 | 5 | 5 | 120 |
| 31 | 10 | 9 | 5 | 4 | 0 | 6 | 359 | 81 | 28 | 6 | 2 | 1 | 9 | 0 | 809 |
| 32 | 11 | 3 | 0 | 7 | 4 | 2 | 048 | 82 | 28 | 9 | 7 | 5 | 2 | 6 | 498 |
| 33 | 11 | 6 | 6 | 0 | 7 | 7 | 737 | 83 | 29 | 3 | 2 | 8 | 6 | 2 | 187 |
| 34 | 12 | 0 | 1 | 4 | 1 | 3 | 426 | 84 | 29 | 6 | 8 | 1 | 9 | 7 | 876 |
| 35 | 12 | 3 | 6 | 7 | 4 | 9 | 115 | 85 | 30 | 0 | 3 | 5 | 3 | 3 | 565 |
| 36 | 12 | 7 | 2 | 0 | 8 | 4 | 804 | 86 | 30 | 3 | 8 | 8 | 6 | 9 | 254 |
| 37 | 13 | 0 | 7 | 4 | 2 | 0 | 493 | 87 | 30 | 7 | 4 | 2 | 0 | 4 | 943 |
| 38 | 13 | 4 | 2 | 7 | 5 | 6 | 182 | 88 | 31 | 0 | 9 | 5 | 4 | 0 | 632 |
| 39 | 13 | 7 | 8 | 0 | 9 | 1 | 871 | 89 | 31 | 4 | 4 | 8 | 7 | 6 | 321 |
| 40 | 14 | 1 | 3 | 4 | 2 | 7 | 560 | 90 | 31 | 8 | 0 | 2 | 1 | 2 | 010 |
| 41 | 14 | 4 | 8 | 7 | 6 | 3 | 249 | 91 | 32 | 1 | 5 | 5 | 4 | 7 | 699 |
| 42 | 14 | 8 | 4 | 0 | 9 | 8 | 938 | 92 | 32 | 5 | 0 | 8 | 8 | 3 | 388 |
| 43 | 15 | 1 | 9 | 4 | 3 | 4 | 627 | 93 | 32 | 8 | 6 | 2 | 1 | 9 | 077 |
| 44 | 15 | 5 | 4 | 7 | 7 | 0 | 316 | 94 | 33 | 2 | 1 | 5 | 5 | 4 | 766 |
| 45 | 15 | 9 | 0 | 1 | 0 | 6 | 005 | 95 | 33 | 5 | 6 | 8 | 9 | 0 | 455 |
| 46 | 16 | 2 | 5 | 4 | 4 | 1 | 694 | 96 | 33 | 9 | 2 | 2 | 2 | 6 | 144 |
| 47 | 15 | 6 | 0 | 7 | 7 | 7 | 383 | 97 | 34 | 2 | 7 | 5 | 6 | 1 | 823 |
| 48 | 16 | 9 | 6 | 1 | 1 | 3 | 072 | 98 | 34 | 6 | 2 | 8 | 9 | 7 | 522 |
| 49 | 17 | 3 | 1 | 4 | 4 | 8 | 761 | 99 | 34 | 9 | 8 | 2 | 3 | 3 | 211 |
| 50 | 17 | 6 | 6 | 7 | 8 | 4 | 450 | 100 | 35 | 3 | 3 | 5 | 6 | 8 | 900 |

Tableau IV B
DE CONVERSION DE MÈTRES CUBES
EN TONNEAUX DE JAUGE

Table IV B
FOR CONVERTING CUBIC METRES
INTO REGISTER TONS

| Mètres cubes Cubic metres | Tonneaux Tons | Mètres cubes Cubic metres | Tonneaux Tons |
|------------------------------|------------------|------------------------------|------------------|
| 0.01 | 0.0035 | 0.51 | 0.1802 |
| 0.02 | 0.0071 | 0.52 | 0.1837 |
| 0.03 | 0.0106 | 0.53 | 0.1873 |
| 0.04 | 0.0141 | 0.54 | 0.1908 |
| 0.05 | 0.0177 | 0.55 | 0.1943 |
| 0.06 | 0.0212 | 0.56 | 0.1979 |
| 0.07 | 0.0247 | 0.57 | 0.2014 |
| 0.08 | 0.0283 | 0.58 | 0.2049 |
| 0.09 | 0.0318 | 0.59 | 0.2085 |
| 0.10 | 0.0353 | 0.60 | 0.2120 |
| 0.11 | 0.0389 | 0.61 | 0.2155 |
| 0.12 | 0.0424 | 0.62 | 0.2191 |
| 0.13 | 0.0459 | 0.63 | 0.2226 |
| 0.14 | 0.0495 | 0.64 | 0.2261 |
| 0.15 | 0.0530 | 0.65 | 0.2297 |
| 0.16 | 0.0565 | 0.66 | 0.2332 |
| 0.17 | 0.0601 | 0.67 | 0.2367 |
| 0.18 | 0.0636 | 0.68 | 0.2403 |
| 0.19 | 0.0671 | 0.69 | 0.2438 |
| 0.20 | 0.0707 | 0.70 | 0.2473 |
| 0.21 | 0.0742 | 0.71 | 0.2509 |
| 0.22 | 0.0777 | 0.72 | 0.2544 |
| 0.23 | 0.0813 | 0.73 | 0.2580 |
| 0.24 | 0.0848 | 0.74 | 0.2615 |
| 0.25 | 0.0883 | 0.75 | 0.2650 |
| 0.26 | 0.0919 | 0.76 | 0.2686 |
| 0.27 | 0.0954 | 0.77 | 0.2721 |
| 0.28 | 0.0989 | 0.78 | 0.2756 |
| 0.29 | 0.1025 | 0.79 | 0.2792 |
| 0.30 | 0.1060 | 0.80 | 0.2827 |
| 0.31 | 0.1095 | 0.81 | 0.2862 |
| 0.32 | 0.1131 | 0.82 | 0.2898 |
| 0.33 | 0.1166 | 0.83 | 0.2933 |
| 0.34 | 0.1201 | 0.84 | 0.2968 |
| 0.35 | 0.1237 | 0.85 | 0.3004 |
| 0.36 | 0.1272 | 0.86 | 0.3039 |
| 0.37 | 0.1307 | 0.87 | 0.3074 |
| 0.38 | 0.1343 | 0.88 | 0.3110 |
| 0.39 | 0.1378 | 0.89 | 0.3145 |
| 0.40 | 0.1413 | 0.90 | 0.3180 |
| 0.41 | 0.1449 | 0.91 | 0.3216 |
| 0.42 | 0.1484 | 0.92 | 0.3251 |
| 0.43 | 0.1519 | 0.93 | 0.3286 |
| 0.44 | 0.1555 | 0.94 | 0.3322 |
| 0.45 | 0.1590 | 0.95 | 0.3357 |
| 0.46 | 0.1625 | 0.96 | 0.3392 |
| 0.47 | 0.1661 | 0.97 | 0.3428 |
| 0.48 | 0.1696 | 0.98 | 0.3463 |
| 0.49 | 0.1731 | 0.99 | 0.3498 |
| 0.50 | 0.1767 | 1.00 | 0.3534 |

Tableau V B
DE CONVERSION DE VINGTIÈMES
DE PIED EN MÈTRES.

Table V B
FOR CONVERTING TWENTIETHS OF
FEET INTO METRES.

| Pied Foot | Mètres Metres |
|--------------|------------------|
| 0.05 | 0.0152 |
| 0.10 | 0.0305 |
| 0.15 | 0.0457 |
| 0.20 | 0.0610 |
| 0.25 | 0.0762 |
| 0.30 | 0.0914 |
| 0.35 | 0.1067 |
| 0.40 | 0.1219 |
| 0.45 | 0.1372 |
| 0.50 | 0.1524 |
| 0.55 | 0.1676 |
| 0.60 | 0.1829 |
| 0.65 | 0.1981 |
| 0.70 | 0.2134 |
| 0.75 | 0.2286 |
| 0.80 | 0.2438 |
| 0.85 | 0.2591 |
| 0.90 | 0.2743 |
| 0.95 | 0.2896 |
| 1.00 | 0.3048 |

Tableau VI A
DE CONVERSION DE MÈTRES EN
PIEDS

Table VI A
FOR CONVERTING METRES INTO
FEET

| Mètres Metres | Pieds Feet | | | Mètres Metres | Pieds Feet | | |
|------------------|----------------|---------------------|------|------------------|----------------|---------------------|------|
| | 1 fois once | 10 fois 10 times | | | 1 fois once | 10 fois 10 times | |
| 1 | 3 | 2 | 8090 | 51 | 167 | 3 | 2586 |
| 2 | 6 | 5 | 6180 | 52 | 170 | 6 | 0676 |
| 3 | 9 | 8 | 4270 | 53 | 173 | 8 | 8766 |
| 4 | 13 | 1 | 2360 | 54 | 177 | 1 | 6856 |
| 5 | 16 | 4 | 0450 | 55 | 180 | 4 | 4946 |
| 6 | 19 | 6 | 8540 | 56 | 183 | 7 | 3036 |
| 7 | 22 | 9 | 6629 | 57 | 187 | 0 | 1125 |
| 8 | 26 | 2 | 4719 | 58 | 190 | 2 | 9215 |
| 9 | 29 | 5 | 2809 | 59 | 193 | 5 | 7305 |
| 10 | 32 | 8 | 0899 | 60 | 196 | 8 | 5395 |
| 11 | 36 | 0 | 8989 | 61 | 200 | 1 | 3485 |
| 12 | 39 | 3 | 7079 | 62 | 203 | 4 | 1575 |
| 13 | 42 | 6 | 5169 | 63 | 206 | 6 | 9665 |
| 14 | 45 | 9 | 3259 | 64 | 209 | 9 | 7755 |
| 15 | 49 | 2 | 1349 | 65 | 213 | 2 | 5845 |
| 16 | 52 | 4 | 9439 | 66 | 216 | 5 | 3935 |
| 17 | 55 | 7 | 7529 | 67 | 219 | 8 | 2025 |
| 18 | 59 | 0 | 5619 | 68 | 223 | 1 | 0115 |
| 19 | 62 | 3 | 3708 | 69 | 226 | 3 | 8205 |
| 20 | 65 | 6 | 1798 | 70 | 229 | 6 | 6294 |
| 21 | 68 | 8 | 9888 | 71 | 232 | 9 | 4384 |
| 22 | 72 | 1 | 7978 | 72 | 236 | 2 | 2474 |
| 23 | 75 | 4 | 6068 | 73 | 239 | 5 | 0564 |
| 24 | 78 | 7 | 4158 | 74 | 242 | 7 | 8654 |
| 25 | 82 | 0 | 2248 | 75 | 246 | 0 | 6744 |
| 26 | 85 | 3 | 0338 | 76 | 249 | 3 | 4834 |
| 27 | 88 | 5 | 8428 | 77 | 252 | 6 | 2924 |
| 28 | 91 | 8 | 6518 | 78 | 255 | 9 | 1014 |
| 29 | 95 | 1 | 4608 | 79 | 259 | 1 | 9104 |
| 30 | 98 | 4 | 2698 | 80 | 262 | 4 | 7194 |
| 31 | 101 | 7 | 0788 | 81 | 265 | 7 | 5284 |
| 32 | 104 | 9 | 8877 | 82 | 269 | 0 | 3373 |
| 33 | 108 | 2 | 6967 | 83 | 272 | 3 | 1463 |
| 34 | 111 | 5 | 5057 | 84 | 275 | 5 | 9553 |
| 35 | 114 | 8 | 3147 | 85 | 278 | 8 | 7643 |
| 36 | 118 | 1 | 1237 | 86 | 282 | 1 | 5733 |
| 37 | 121 | 3 | 9327 | 87 | 285 | 4 | 3823 |
| 38 | 124 | 6 | 7417 | 88 | 288 | 7 | 1913 |
| 39 | 127 | 9 | 5507 | 89 | 292 | 0 | 0003 |
| 40 | 131 | 2 | 3597 | 90 | 295 | 2 | 8093 |
| 41 | 134 | 5 | 1687 | 91 | 298 | 5 | 6183 |
| 42 | 137 | 7 | 9777 | 92 | 301 | 8 | 4273 |
| 43 | 141 | 0 | 7867 | 93 | 305 | 1 | 2363 |
| 44 | 144 | 3 | 5957 | 94 | 308 | 4 | 0453 |
| 45 | 147 | 6 | 4046 | 95 | 311 | 6 | 8542 |
| 46 | 150 | 9 | 2136 | 96 | 314 | 9 | 6632 |
| 47 | 154 | 2 | 0226 | 97 | 318 | 2 | 4722 |
| 48 | 157 | 4 | 8316 | 98 | 321 | 5 | 2812 |
| 49 | 160 | 7 | 6406 | 99 | 324 | 8 | 0902 |
| 50 | 164 | 0 | 4496 | 100 | 328 | 0 | 8992 |

Tableau VI B
DE CONVERSION DE CENTIÈMES
DE MÈTRES EN PIEDS

Table VI B
FOR CONVERTING HUNDREDTHS
OF METRES INTO FEET

| Mètres Metres | Pieds Feet | Mètres Metres | Pieds Feet |
|------------------|---------------|------------------|---------------|
| 0.01 | 0.0328 | 0.51 | 1.6733 |
| 0.02 | 0.0656 | 0.52 | 1.7061 |
| 0.03 | 0.0984 | 0.53 | 1.7389 |
| 0.04 | 0.1312 | 0.54 | 1.7717 |
| 0.05 | 0.1640 | 0.55 | 1.8045 |
| 0.06 | 0.1969 | 0.56 | 1.8373 |
| 0.07 | 0.2297 | 0.57 | 1.8701 |
| 0.08 | 0.2625 | 0.58 | 1.9029 |
| 0.09 | 0.2953 | 0.59 | 1.9357 |
| 0.10 | 0.3281 | 0.60 | 1.9685 |
| 0.11 | 0.3609 | 0.61 | 2.0013 |
| 0.12 | 0.3937 | 0.62 | 2.0342 |
| 0.13 | 0.4265 | 0.63 | 2.0670 |
| 0.14 | 0.4593 | 0.64 | 2.0998 |
| 0.15 | 0.4921 | 0.65 | 2.1326 |
| 0.16 | 0.5249 | 0.66 | 2.1654 |
| 0.17 | 0.5578 | 0.67 | 2.1982 |
| 0.18 | 0.5906 | 0.68 | 2.2310 |
| 0.19 | 0.6234 | 0.69 | 2.2638 |
| 0.20 | 0.6562 | 0.70 | 2.2966 |
| 0.21 | 0.6890 | 0.71 | 2.3294 |
| 0.22 | 0.7218 | 0.72 | 2.3622 |
| 0.23 | 0.7546 | 0.73 | 2.3951 |
| 0.24 | 0.7874 | 0.74 | 2.4279 |
| 0.25 | 0.8202 | 0.75 | 2.4607 |
| 0.26 | 0.8530 | 0.76 | 2.4935 |
| 0.27 | 0.8858 | 0.77 | 2.5263 |
| 0.28 | 0.9187 | 0.78 | 2.5591 |
| 0.29 | 0.9515 | 0.79 | 2.5919 |
| 0.30 | 0.9843 | 0.80 | 2.6247 |
| 0.31 | 1.0171 | 0.81 | 2.6575 |
| 0.32 | 1.0499 | 0.82 | 2.6903 |
| 0.33 | 1.0827 | 0.83 | 2.7231 |
| 0.34 | 1.1155 | 0.84 | 2.7560 |
| 0.35 | 1.1483 | 0.85 | 2.7888 |
| 0.36 | 1.1811 | 0.86 | 2.8216 |
| 0.37 | 1.2139 | 0.87 | 2.8544 |
| 0.38 | 1.2467 | 0.88 | 2.8872 |
| 0.39 | 1.2796 | 0.89 | 2.9200 |
| 0.40 | 1.3124 | 0.90 | 2.9528 |
| 0.41 | 1.3452 | 0.91 | 2.9856 |
| 0.42 | 1.3780 | 0.92 | 3.0184 |
| 0.43 | 1.4108 | 0.93 | 3.0512 |
| 0.44 | 1.4436 | 0.94 | 3.0840 |
| 0.45 | 1.4764 | 0.95 | 3.1169 |
| 0.46 | 1.5092 | 0.96 | 3.1497 |
| 0.47 | 1.5420 | 0.97 | 3.1825 |
| 0.48 | 1.5748 | 0.98 | 3.2153 |
| 0.49 | 1.6076 | 0.99 | 3.2481 |
| 0.50 | 1.6404 | 1.00 | 3.2809 |

EXEMPLES.

EXEMPLE DE L'APPLICATION DU
TABLEAU III DE CONVERSION
DE TONNEAUX DE JAUGE EN
MÈTRES CUBES.

On doit convertir 36,503.85
tonneaux de jauge en mètres
cubes:

| | | T.J.—R.T. | M. ³ |
|------------------------------|-------------|------------------|----------------------|
| Du Tableau } From Table } | III A . . . | 36.000 | = 101,880.000 |
| » » | III A . . . | 500 | = 1,415.000 |
| » » | III A . . . | 3 | = 8.490 |
| » » | III B . . . | 0.85 | = 2.406 |
| | | <u>36,503.85</u> | = <u>103,305.896</u> |
| | | | ~ 103,305.90 |

EXAMPLES.

EXAMPLE FOR APPLICATION
OF TABLE III FOR CONVERTING
REGISTER TONS INTO CUBIC
METRES.

One has to convert 36,503.85
register tons into cubic
metres:

EXEMPLE DE L'APPLICATION DU
TABLEAU IV DE CONVERSION DE
MÈTRES CUBES EN TONNEAUX
DE JAUGE.

On doit convertir 89,738.92
mètres cubes en tonneaux de
jauge:

| | | M. ³ | T.J.—R.T. |
|------------------------------|------------|------------------|---------------------|
| Du Tableau } From Table } | IV A . . . | 89,000 | = 31,448.763 |
| » » | IV A . . . | 730 | = 257.951 |
| » » | IV A . . . | 6 | = 2.827 |
| » » | IV B . . . | 0.92 | = 0.325 |
| | | <u>89,738.92</u> | = <u>31,709.866</u> |
| | | | ~ 31,709.87 |

EXAMPLE FOR APPLICATION OF
TABLE IV FOR CONVERTING
CUBIC METRES INTO REGISTER
TONS.

One has to convert 89,738.92
cubic metres into register
tons:

EXEMPLE DE L'APPLICATION DU
TABLEAU V DE CONVERSION
DE PIEDS EN MÈTRES.

On doit convertir 428,15 pieds
en mètres:

| | | Pieds—Feet | Mètres |
|------------------------------|-----------|---------------|------------------|
| Du Tableau } From Table } | V A . . . | 420 | = 128.013 |
| » » | V A . . . | 8 | = 2.438 |
| » » | V B . . . | 0.15 | = 0.046 |
| | | <u>428.15</u> | = <u>130.497</u> |
| | | | ~ 130.50 |

EXAMPLE FOR APPLICATION OF
TABLE V FOR CONVERTING FEET
INTO METRES.

One has to convert 428.15
feet into metres:

EXEMPLE DE L'APPLICATION DU
TABLEAU VI DE CONVERSION
DE MÈTRES EN PIEDS.

On doit convertir 145,67 mètres
en pieds:

EXAMPLE FOR APPLICATION
OF TABLE VI FOR CONVERTING
METRES INTO FEET.

One has to convert 145.67
metres into feet:

| | | Mètres | | Pieds—Feet |
|------------|---|------------|-------|------------|
| Du Tableau | } | VI A . . . | 140 | = 459.326 |
| From Table | | VI A . . . | 5 | = 16.404 |
| » | | VI B . . . | 0.67 | = 2.198 |
| | | | <hr/> | |
| | | 145.67 | = | 477.928 |
| | | | | ~ 477.95 |

Geneva, October 30th, 1931.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

**SUPPLEMENTARY REPORT OF THE TECHNICAL
COMMITTEE OF MARITIME TONNAGE MEASUREMENT.**

The Technical Committee on Maritime Tonnage Measurement, on October 23rd, 1928, submitted its report on the differences in the existing rules for tonnage measurement and in the application thereof, and on the establishment of a uniform method of tonnage measurement.

The Permanent Committee for Ports and Maritime Navigation, at its fourth session held in London in February 1929, requested the Chairman of the Technical Committee to nominate a small drafting committee to draw up :

- (a) Instructions to surveyors giving effect to the recommendations embodied in the Technical Committee's report ;
- (b) Uniform type of tonnage papers referred to in the same report ;
- (c) Provisions for transitory measures.

The Drafting Committee thus appointed was composed of : M. VAN DRIEL (Chairman), Captain L. AALL, Mr. F. W. BICKLE, M. G. BRETON, assisted by M. J. F. RICHARD.

The Drafting Committee held four sessions (October 1929, February 1930, May 1930, January 1931) and submitted its proposals to the Technical Committee at a session which the latter held in Folkestone, July and August 1931.

In presenting the various texts and documents as adopted at this session, the Technical Committee desires to furnish the following explanations :

(a) DRAFT REGULATIONS. (See document C.176.M.65.1931.VIII.)

The Instructions to Surveyors are embodied in the draft Regulations, in the drafting of which the Technical Committee based itself on the recommendations of the previous report and on the decisions taken by the Permanent Committee for Ports and Maritime Navigation at its fourth session. In a few instances, however, the Technical Committee found it necessary, with a view to overcoming certain difficulties with which it met in the course of its work, to depart from its previous report and to propose somewhat different solutions. These instances are explained in detail in the present report.

I. *Application of Rule II* (see Article 2, draft Regulations).

The draft Regulations provide that the application of Rule II shall be limited to cases where the application of Rule I is impracticable, and shall, moreover, depend on the decision of the central tonnage measurement authority concerned. At the request of one of its members, the Committee agreed to make it clear that, in the case of ships engaged in coastwise traffic only, the central tonnage measurement authority would be entitled to issue a general rule under which such ships would not require special individual authorisation for obtaining measurement under Rule II.

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VIII. TRANSIT
1931. VIII. 18.

II. *Definition of "Upper Deck"* (see Article 9, draft Regulations).

The previous report did not contain any definition concerning the upper deck. The Technical Committee realised, however, that the definition of "tonnage deck" would lack precision if the "upper deck" were not at the same time defined in the Regulations. The definition given is in full accord with the stipulations of the International Load-line Convention.

One of the members of the Committee proposed that a different definition be adopted in the case of smaller ships, with a view to obtaining a more correct expression of their actual size. The Committee, considering that a clear and strict rule guaranteeing uniform application throughout the world was very essential with regard to this matter, could not agree to the proposal made. The article was therefore adopted as it stood, with a reservation on behalf of the said member.

III. *Abrupt Change in the Depth of Floors* (see Article 42, draft Regulations).

The previous report dealt with the question of a break in the double-bottom, and provided that, in the case of a break in the double-bottom, the space below the tonnage deck should be measured in parts. The report did not contain any indication as to the case of an abrupt change in the depth of floors in a ship with a single bottom, and, according to present practice, ships do not seem to be measured in parts in such a case. The Technical Committee, however, felt that it was rather illogical and inaccurate not to deal with this question in the same way as with a break in the double-bottom, and therefore completed the corresponding article in the draft Regulations to this effect.

IV. *Calculation of the Cubic Capacity of 'Tween-deck Spaces* (see Article 49, draft Regulations).

The Technical Committee wishes to point out that it did not reproduce in the draft Regulations the method with regard to the calculation of the approximate cubic capacity of the after part of a 'tween-deck, suggested by one of its members, and formulated on page 13 of its previous report (see document C.138.M.31.1928.VIII) ($\frac{2}{3} a \times h_{12} \times b_{12}$), the author of the proposal having offered to withdraw it, since the application of this method did not give quite satisfactory results.

V. *Open Spaces : Scuppers and Freeing Ports.*

In view of the decisions of the Load-line Conference, the Technical Committee decided to omit any reference to scuppers and freeing ports in the draft Regulations. It has therefore not reproduced the provisions of the previous report containing such reference.

VI. *Open Spaces : Openings in Athwartship Bulkheads* (see Article 58, draft Regulations).

1. *Single middle opening and single opening on one side of the middle plane.* — The Technical Committee was of opinion that it was rather unsatisfactory to allow for a single opening instead of two openings, one on either side of the middle plane, the dimensions of this single opening being the same as those of each of the two side openings. It therefore decided to require that such single opening should be at least five feet in height and four feet in breadth. It prescribed at the same time that the opening should be situated as near as practicable to the middle plane of the space concerned, or of the ship if the space extends from side to side.

2. *Closing appliances to tonnage openings.* — The previous report only allowed for the use of weather-boards fitted in channel bars. The Technical Committee, after careful examination, came to the conclusion that the corresponding provision in the draft Regulations should be completed in order to provide also for the use of loose plates.

3. *Other means of access than tonnage openings to open spaces.* — With regard to the provision contained in the previous report to the effect that tonnage openings should constitute the only means of access to spaces for which exemption is claimed on account of such tonnage openings, the Technical Committee wishes to point out that it experienced great difficulties with regard to the question of additional means of access to open spaces, and therefore felt it necessary to depart from the wording of the report and to adopt the provision now contained in paragraph (c) 4 of Article 58 of the draft Regulations.

VII. *Allowance for Provision-room Space* (see Article 63, draft Regulations).

In conformity with the decision of the Permanent Committee for Ports and Maritime Navigation, the Technical Committee drew up a stipulation providing for the deduction of spaces properly constructed, strictly necessary and exclusively used for the storage of liquid and solid provisions for the master and crew. The Permanent Committee decided that the deduction thus allowed should not exceed a certain percentage of the other deductible master's and crew spaces, this percentage to be fixed by the Technical Committee.

The Technical Committee carefully examined the tables attached to the present report (see Annex I, Tables A, B and C) showing the provision-room space in 60 Netherlands ships, 40 British ships and 205 Japanese ships. The Committee noticed that such provision-room space was, on the whole, somewhat larger in the case of the latter, owing to the necessity of carrying a different kind of food for the crew. The other deductible master's and crew spaces being in this instance generally somewhat smaller than in the case of the Netherlands and British ships, the result was that the provision-room space, as percentage of master's and crew spaces, showed a noticeable difference. Such difference did not, however, exist with regard to provision-room space as percentage of gross tonnage.

The Drafting Committee had suggested an allowance of 12½ per cent. On the other hand, one of the members of the Committee proposed that, in view of the preceding considerations, the deduction to be allowed for under this item should be at least 20 per cent; but this proposal was not agreed to by the Committee, which finally decided to adopt the figure of 15 per cent.

VIII. *Boatswain's Store Space* (see Article 69, draft Regulations).

At the request of one of its members, the Technical Committee re-examined the question of the allowance for boatswain's stores. It took note of the fact that, in the larger German ships of recent construction, the boatswain's store space exceeded considerably the maximum allowance proposed in the Committee's previous report. The Committee recognised that it was not altogether satisfactory to allow the same deduction in the case of a ship of 7,500 tons (or 21,225 cubic metres) and 50,000 tons (or 141,500 cubic metres). It therefore adopted an addition to the previous scale. According to the new scale, there will be the same maximum allowance of 125 tons (or 318.18 cubic metres) for all ships, the gross tonnage of which is 25,000 tons (or 70,750 cubic metres) or more.

IX. *Water-ballast Allowance* (see Article 71, draft Regulations).

One of the members of the Committee expressed the opinion that, after careful study, he had arrived at the conclusion that the water-ballast allowance provided for in the previous report was rather too small in the case of smaller ships. He thought it preferable to adopt a sliding scale for gross tonnage carrying from 1,000 to 15,000 register tons, the allowance being a fixed percentage below 1,000 tons and over 15,000, instead of the table of categories of gross tonnage with abrupt changes in the percentage allowance at the limit of each category, as foreseen in the table in the Committee's previous report.

One of the members of the Committee declared that he was opposed to the principle of a limitation of the deduction for water-ballast spaces. He did not, however, desire to press this point at the present moment, reserving the right for his Government to raise the question at a later stage. The Committee thereupon adopted the scale reproduced in Article 71 of the draft Regulations.

X. *Donkey-boiler capable of being considered as Part of the Propelling Machinery* (see Article 79, draft Regulations).

The Technical Committee noticed that its previous report (see document C.138.M.31.1928.VIII) contained two contradictory provisions with regard to donkey-boilers capable of being considered as part of the propelling machinery. On page 23 it is stated that:

“A donkey-boiler for starting purposes may be regarded as part of propelling machinery; if several such donkey-boilers exist, and if they serve at the same time for general purposes, one donkey-boiler may be regarded as part of the propelling machinery”;

whereas on page 26 it is stated that:

“1. If the donkey-boiler is situated within the boundaries of the machinery space or the casings above it, and if it is used in connection with the main machinery for propelling the vessel, the space forms part of the actual engine-room, and therefore should not be the subject of a separate allowance.

“2. If the donkey-boiler is situated outside the boundaries of the machinery space, it can only be included in the latter for tonnage purposes if connected to the main machinery, and, in the case of a steamship, if of the same working pressure as the main boilers of the vessel.”

The Technical Committee therefore felt it necessary to depart from the report in respect of this question and decided to adopt the text contained in Article 79 of the draft Regulations.

XI. *Limitation of Light and Air Spaces* (see Article 81, draft Regulations).

Article 81, paragraph (c), of the draft Regulations contains indications as to what is to be considered as reasonable in extent with regard to light and air spaces. No exception has been provided for in this respect for fishing and hunting ships, tugs, ice-breakers or yachts. After reconsidering the matter, the Technical Committee was of opinion that it was unjustifiable to allow light and air spaces in these categories of ships to be unreasonable in extent.

(b) UNIFORM TYPE OF TONNAGE PAPERS. (See Documents in cover-pocket.)

In conformity with the instructions received, the Technical Committee unanimously approved uniform types of International Tonnage Certificates according to Rule I and Rule II.

The Technical Committee also prepared draft uniform formulæ of measurement. In presenting these draft uniform formulæ of measurement, the Committee wishes to state that, in its opinion, such papers might serve as a useful guidance for the application of the International Regulations. The Committee does not thereby express a unanimous opinion as to the detailed arrangement nor as to the use internationally of those formulæ, but desires that these should merely be considered as a basis of discussion.

The International Tonnage Certificate and one of the formulæ of measurement contain the indication of the *date of launching*. The Technical Committee first intended to include in the tonnage papers the indication of the *year of build*, but it was found that this expression was not interpreted in the same way in different countries. Some of the members of the Committee were of opinion that the year of build was the year in which the ship had been launched or the following year, according to whether the launching took place in the first or the second half of the year; other members maintained that the date of delivery from the wharf to the shipping company really indicated the moment at which the ship became an instrument of transport and part of the mercantile marine, and therefore thought that the year of build should be the year of delivery. The Committee recognised that both methods had their advantages and disadvantages. It was, however, thought essential to furnish in the International Tonnage Certificate an indication which could easily be interpreted in the same way in the various countries, and therefore the Committee readily adopted the proposal made by one of its members to furnish the indication of the date of launching instead of that of the year of build.

(c) DRAFT PROVISIONS FOR TRANSITORY MEASURES (see Annex III.)

In the draft Transitory Provisions which it prepared, the Technical Committee only endeavoured to make provision for the situation of ships existing at the date of the coming into force of the International Regulations. It considered that should be regarded as existing at such date ships the keel of which had been laid before the coming into force of those Regulations.

With regard to existing ships already measured according to the so-called English system of tonnage measurement, the Committee laid down that such ships need not be remeasured, and that their tonnage certificates would continue to be valid where that is at present the case. With regard to existing ships previously measured according to another system of tonnage measurement, the Committee provided that such ships should be remeasured according to the International Regulations within a period of five years from the date of the coming into force of those Regulations.

As the Committee's terms of reference did not contain any provision to this effect, the Committee did not deal with other questions, such as the date of the coming into force of the International Regulations, the legal consequences of the coming into force of such Regulations, their effect on existing agreements between Governments regarding tonnage measurement, the possibility and the procedure of denunciation of the International Regulations, the procedure for subsequent modification of those Regulations, the possibility of including or excluding certain colonies or oversea territories from the application of the International Regulations, the categories of ships to which the International Regulations should apply, and the principle of the mutual recognition of tonnage certificates issued in conformity with the International Regulations. In the Committee's opinion, an agreement should be concluded between the Governments interested, in order to settle these various points. In the event of such an agreement being concluded, the Committee thought that the Transitory Provisions which it had drafted could usefully be incorporated therein.

August 7th, 1931.

(Signed) J. ROMEIN,
Secretary.

(Signed) A. VAN DRIEL,
Chairman.

(Signed) L. AALL,
F. W. BICKLE,
G. BRETON,
N. NILSON,
F. ROBINOW,
Y. SAITO,
C. SKENTELBERY.

Annex I.

Provision-room space : In 60 Netherlands ships, Table A.
 In 40 British ships, Table B.
 In 205 Japanese ships, Table C.

Table A.

PROVISION-ROOM SPACE IN 60 NETHERLANDS SHIPS.

| No. Numé- ro d'ordre | Tonnage, R. T. Tonnage T. d. J. | | Type | Master's and crew spaces, R. T. Espaces pour le capitaine et l'équipage T. d. | Provision-room space, R. T. Cambuse T. d. | Provision-room space as percentage of master's and crew spaces Cambuse en pourcentage des espaces pour le capitaine et l'équipage | Provision-room space as percentage of gross tonnage Cambuse en pourcentage du tonnage brut | Number of crew Nombre de l'équipage |
|---|------------------------------------|------------|--|---|---|---|---|--|
| | Gross Brut | Net Net | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1 | 10,905.54 | 6,729.00 | Passenger | 548.37 | 64.02 | 11.67 | 0.59 | 194 |
| 2 | 8,854.10 | 5,404.17 | steamer | 434.59 | 6.56 | 1.51 | 0.07 | 82 |
| 3 | 7,803.22 | 4,800.70 | (Vapeur | 356.22 | 13.56 | 3.81 | 0.17 | 113 |
| 4 | 7,667.25 | 4,634.70 | à passagers) | 505.61 | 81.60 | 16.14 | 1.06 | 204 |
| 5 | 7,031.43 | 4,497.66 | " | 236.33 | 63.36 | 26.81 | 0.89 | 64 |
| 6 | 7,054.57 | 4,461.60 | " | 288.19 | 74.00 | 25.68 | 1.04 | 74 |
| 7 | 7,023.92 | 4,430.78 | " | 250.16 | 60.59 | 24.22 | 0.86 | 73 |
| 8 | 5,540.76 | 3,336.39 | " | 276.83 | 50.40 | 18.21 | 0.91 | 56 |
| 9 | 5,103.95 | 3,738.46 | " | 205.58 | 60.00 | 29.18 | 1.18 | 50 |
| 10 | 4,441.09 | 2,748.08 | " | 220.66 | 53.36 | 24.18 | 1.20 | 46 |
| 11 | 3,799.99 | 2,163.29 | " | 334.08 | 34.60 | 10.38 | 0.85 | 68 |
| 12 | 2,652.40 | 1,618.76 | " | 144.31 | 45.51 | 31.54 | 1.71 | 41 |
| 13 | 2,301.94 | 1,426.96 | " | 86.68 | 11.20 | 12.92 | 0.48 | 28 |
| 14 | 1,798.97 | 1,010.89 | " | 145.81 | 15.64 | 10.73 | 0.84 | 68 |
| 15 | 1,268.46 | 665.56 | " | 107.94 | 8.25 | 7.64 | 0.65 | 55 |
| 16 | 919.58 | 448.55 | " | 69.90 | 2.00 | 2.86 | 0.22 | 20 |
| 17 | 8,373.23 | 5,167.06 | Cargo steamer | 339.07 | 67.20 | 19.82 | 0.80 | 62 |
| 18 | 6,860.51 | 4,229.50 | Cargo à vapeur | 338.30 | 46.02 | 13.60 | 0.67 | 49 |
| 19 | 5,435.52 | 3,155.65 | " | 208.99 | 45.40 | 21.72 | 0.87 | 36 |
| 20 | 5,424.54 | 3,322.29 | " | 230.33 | 53.59 | 23.28 | 0.99 | 36 |
| 21 | 5,272.67 | 3,227.20 | " | 226.94 | 26.52 | 11.68 | 0.50 | 43 |
| 22 | 5,251.40 | 3,205.62 | " | 207.46 | 46.49 | 22.41 | 0.88 | 45 |
| 23 | 4,760.24 | 2,930.30 | " | 152.03 | 43.81 | 28.82 | 0.92 | 37 |
| 24 | 4,696.59 | 2,786.01 | " | 263.74 | 24.77 | 9.39 | 0.53 | 36 |
| 25 | 3,684.01 | 2,208.75 | " | 189.55 | 40.02 | 21.11 | 1.09 | 39 |
| 26 | 3,610.67 | 2,178.95 | " | 178.96 | 61.91 | 34.59 | 1.70 | 37 |
| 27 | 3,552.44 | 2,170.62 | " | 140.28 | 24.95 | 17.78 | 0.70 | 31 |
| 28 | 3,160.10 | 1,875.99 | " | 179.87 | 36.21 | 20.13 | 1.14 | 39 |
| 29 | 3,150.71 | 1,940.05 | " | 133.67 | 15.69 | 11.74 | 0.50 | 34 |
| 30 | 3,099.49 | 1,849.25 | " | 163.44 | 11.48 | 7.02 | 0.37 | 33 |
| 31 | 2,863.54 | 1,733.89 | " | 131.14 | 17.23 | 13.14 | 0.60 | 32 |
| 32 | 2,539.45 | 1,510.20 | " | 129.37 | 18.03 | 13.94 | 0.71 | 59 |
| 33 | 2,331.65 | 1,359.41 | " | 145.56 | 26.90 | 18.48 | 1.16 | 25 |
| 34 | 2,249.26 | 1,201.59 | " | 105.18 | 15.72 | 14.95 | 0.70 | 18 |
| 35 | 2,158.01 | 1,226.37 | " | 125.06 | 8.12 | 6.49 | 0.38 | 21 |
| 36 | 2,114.37 | 1,260.68 | " | 105.96 | 21.96 | 20.72 | 1.04 | 26 |
| 37 | 2,067.93 | 1,258.99 | " | 86.76 | 14.98 | 17.27 | 0.72 | 23 |
| 38 | 2,063.95 | 1,200.22 | " | 114.18 | 9.84 | 8.62 | 0.48 | 27 |
| 39 | 2,046.65 | 1,081.04 | " | 125.41 | 42.48 | 33.87 | 2.08 | 37 |
| 40 | 2,011.35 | 1,186.90 | " | 118.92 | 21.72 | 18.26 | 1.08 | 25 |
| 41 | 2,007.06 | 1,141.71 | " | 146.33 | 13.21 | 9.03 | 0.66 | 35 |
| 42 | 1,944.74 | 1,114.51 | " | 131.53 | 8.64 | 6.57 | 0.44 | 27 |
| 43 | 1,940.60 | 1,088.75 | " | 137.90 | 15.86 | 11.50 | 0.82 | 26 |
| 44 | 1,504.03 | 715.69 | " | 69.32 | 6.64 | 9.58 | 0.44 | 20 |
| 45 | 1,463.77 | 786.11 | " | 137.05 | 20.68 | 15.09 | 1.42 | 24 |
| 46 | 1,455.41 | 838.40 | " | 95.42 | 23.54 | 24.67 | 1.62 | 24 |
| 47 | 1,323.66 | 690.63 | " | 69.89 | 9.59 | 13.72 | 0.72 | 21 |
| 48 | 1,162.29 | 675.88 | " | 61.46 | 4.36 | 7.09 | 0.37 | 19 |
| 49 | 832.82 | 387.00 | " | 51.79 | 6.35 | 12.26 | 0.76 | 19 |
| 50 | 512.37 | 281.92 | " | 35.69 | 5.93 | 16.62 | 1.16 | 14 |
| 51 | 469.79 | 241.55 | " | 51.15 | 6.67 | 13.04 | 1.42 | 12 |
| 52 | 359.48 | 48.93 | Tug | 69.46 | 8.67 | 12.48 | 2.40 | 15 |
| 53 | 290.44 | 13.93 | remorqueur | 35.64 | 13.19 | 37.01 | 4.55 | 15 |
| 54 | 8,298.58 | 4,704.22 | Motor-ship | 404.32 | 84.78 | 20.97 | 1.02 | 44 |
| 55 | 7,408.33 | 4,236.54 | Navire à moteur | 349.02 | 48.38 | 13.80 | 0.65 | 71 |
| 56 | 4,401.51 | 2,515.18 | " | 222.59 | 52.30 | 23.50 | 1.20 | 34 |
| 57 | 958.10 | 413.90 | " | 78.89 | 8.77 | 11.12 | 0.91 | 35 |
| 58 | 345.49 | 202.97 | " | 41.35 | 1.53 | 3.70 | 0.44 | 10 |
| 59 | 289.44 | 210.69 | " | 18.03 | 8.47 | 46.98 | 2.92 | 8 |
| 60 | 101.06 | 44.60 | Motor-trawler Chalutier à moteur | 20.97 | 0.45 | 2.15 | 0.45 | 14 |
| Average for 60 ships Moyenne pour 60 navires | | | | | | 16.39 | 0.96 | |

Table B.

PROVISION-ROOM SPACE IN 40 BRITISH SHIPS.

| No. Numéro d'ordre | Tonnage, R. T. Tonnage T. d. J. | | Type | Master's and crew spaces, R. T. Espaces pour le capitaine et l'équipage T. d. J. | Provision-room space, R. T. Cambuse T.d.J. | Provision-room space as percentage of master's and crew spaces Cambuse en pourcentage des espaces pour le capitaine et l'équipage | Provision room space as percentage of gross tonnage Cambuse en pourcentage du tonnage brut |
|---|------------------------------------|------------|--|--|--|---|--|
| | Gross Brut | Net Net | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | 7,000 | 4,132 | Tanker | 531.03 | 25.61 | 4.8 | 0.37 |
| 2 | 5,729 | 3,432 | Navire citerne | 276.66 | 31.00 | 11.2 | 0.54 |
| 3 | 8,782 | 5,144 | " | 480.67 | 84.30 | 17.5 | 0.96 |
| 4 | 5,042 | 3,173 | " | 191.05 | 38.80 | 20.3 | 0.77 |
| 5 | 6,500 | 4,692 | " | 351.53 | 30.27 | 8.6 | 0.47 |
| 6 | 6,921 | 2,644 | " | 330.39 | 33.95 | 10.3 | 0.49 |
| 7 | 6,023 | 3,675 | " | 270.42 | 19.30 | 7.1 | 0.32 |
| 8 | 5,660 | 3,412 | " | 224.35 | 40.06 | 17.9 | 0.70 |
| 9 | 6,952 | 4,142 | " | 281.93 | 34.65 | 12.3 | 0.50 |
| 10 | 5,559 | 3,425 | " | 237.22 | 51.10 | 21.5 | 0.92 |
| 11 | 6,991 | 4,152 | Trawler | 272.23 | 32.46 | 11.9 | 0.46 |
| 12 | 308 | 116 | Chalutier | 29.96 | 6.70 | 22.3 | 2.18 |
| 13 | 1,638 | 715 | Sealer Navire pr la chasse aux phoques | 132.84 | 24.54 | 18.5 | 1.50 |
| 14 | 392 | 146 | Whaler Baleinier | 55.10 | 6.83 | 12.4 | 1.74 |
| 15 | 1,985 | 1,243 | Cargo | 77.78 | 8.66 | 11.1 | 0.44 |
| 16 | 4,291 | 2,570 | " | 196.23 | 24.00 | 12.2 | 0.56 |
| 17 | 4,388 | 2,570 | " | 252.14 | 34.50 | 13.7 | 0.79 |
| 18 | 5,072 | 3,007 | " | 276.66 | 48.45 | 17.5 | 0.96 |
| 19 | 5,026 | 3,162 | " | 149.35 | 23.68 | 15.8 | 0.47 |
| 20 | 1,536 | 789 | " | 125.11 | 28.30 | 22.5 | 1.80 |
| 21 | 8,621 | 5,208 | " | 397.19 | 44.99 | 11.3 | 0.52 |
| 22 | 5,060 | 3,143 | " | 227.01 | 41.14 | 18.1 | 0.81 |
| 23 | 4,966 | 3,089 | " | 237.24 | 28.69 | 12.0 | 0.58 |
| 24 | 4,573 | 2,902 | " | 160.20 | 22.22 | 13.9 | 0.49 |
| 25 | 7,093 | 4,453 | " | 246.14 | 33.71 | 13.7 | 0.48 |
| 26 | 2,010 | 1,188 | " | 124.91 | 14.00 | 11.2 | 0.70 |
| 27 | 4,584 | 2,786 | " | 235.71 | 17.28 | 7.3 | 0.38 |
| 28 | 8,283 | 5,144 | " | 389.67 | 50.87 | 13.0 | 0.61 |
| 29 | 1,985 | 1,243 | " | 77.78 | 8.66 | 11.1 | 0.44 |
| 30 | 3,654 | 2,323 | " | 82.59 | 15.41 | 18.6 | 0.42 |
| 31 | 1,985 | 1,243 | " | 103.42 | 20.22 | 19.5 | 1.02 |
| 32 | 3,598 | 2,259 | " | 114.40 | 12.31 | 10.8 | 0.34 |
| 33 | 4,196 | 2,679 | " | 107.79 | 10.38 | 9.6 | 0.25 |
| Average for 33 ships . . . Moyenne pour 33 navires . . . | | | | | | 13.9 | 0.70 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 34 | 52,226 | 21,506 | Passenger | 4,215.79 | 53.00 | 1.2 | 0.10 |
| 35 | 30,704 | 12,542 | A passengers | 1,908.07 | 17.00 | 0.9 | 0.06 |
| 36 | 45,647 | 20,800 | " | 3,185.45 | 21.50 | 0.7 | 0.05 |
| 37 | 22,181 | 13,226 | " | 1,533.63 | 44.00 | 2.8 | 0.20 |
| 38 | 20,063 | 12,194 | " | 1,158.09 | 38.00 | 3.3 | 0.19 |
| 39 | 46,439 | 21,726 | " | 2,746.98 | 52.00 | 1.9 | 0.11 |
| 40 | 34,351 | 18,058 | " | 2,532.95 | 50.00 | 2.0 | 0.15 |
| Average for 7 ships . . . Moyenne pour 7 navires . . . | | | | | | 1.8 | 0.12 |
| Total average for 40 ships . . . Moyenne générale pr 40 nav. | | | | | | 12.8 | 0.60 |

Table C.
PROVISION-ROOM SPACE IN 205 JAPANESE SHIPS.

| No. Numéro d'ordre | Tonnage, R. T. Tonnage T. d. J. | | Propelling machinery Appareil moteur | Master's and crew spaces, R. T. Provision- room excluded) Espaces pour le capitaine et l'équipe T. d. J. (Cambuse exclue) | Provision-room space, R. T. Cambuse T.d.J. | Provision-room space as percentage of master's and crew spaces Cambuse en pourcentage des espaces pour le capitaine et l'équipage | Provision- room space of gross tonnage Cambuse en pourcentage du tonnage brut | Number of sister ships Nombse de navires du même type |
|--------------------------|------------------------------------|------------|---|--|--|---|--|---|
| | Gross Brut | Net Net | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1 | 8,150 | 5,036 | Recipro | 330.9 | 50.3 | 15.2 | 0.62 | 1 |
| 2 | 8,134 | 5,045 | " | 311.9 | 18.6 | 6.0 | 0.23 | 1 |
| 3 | 7,770 | 4,825 | " | 253.4 | 92.0 | 36.3 | 1.18 | 4 |
| 4 | 7,347 | 4,511 | " | 297.2 | 80.5 | 27.1 | 1.10 | 2 |
| 5 | 7,154 | 5,178 | " | 191.4 | 41.3 | 21.6 | 0.58 | 5 |
| 6 | 6,606 | 4,040 | " | 220.0 | 99.6 | 45.3 | 1.51 | 1 |
| 7 | 6,776 | 5,041 | " | 202.0 | 41.5 | 20.5 | 0.61 | 1 |
| 8 | 6,786 | 5,077 | " | 194.4 | 18.9 | 9.7 | 0.28 | 4 |
| 9 | 6,783 | 4,987 | " | 220.3 | 110.2 | 50.0 | 1.62 | 2 |
| 10 | 6,586 | 4,037 | " | 270.0 | 43.8 | 16.2 | 0.67 | 2 |
| 11 | 6,576 | 4,044 | " | 256.9 | 43.8 | 17.0 | 0.67 | 5 |
| 12 | 6,577 | 4,111 | Turbine | 201.9 | 30.9 | 15.3 | 0.47 | 2 |
| 13 | 6,673 | 4,086 | Diesel | 249.0 | 65.1 | 26.1 | 0.98 | 2 |
| 14 | 6,284 | 3,834 | " | 265.6 | 37.4 | 14.1 | 0.60 | 1 |
| 15 | 5,845 | 3,651 | " | 185.6 | 15.3 | 8.2 | 0.26 | 1 |
| 16 | 5,950 | 3,649 | " | 239.1 | 19.0 | 7.9 | 0.32 | 1 |
| 17 | 6,071 | 4,424 | Recipro | 167.2 | 23.2 | 13.9 | 0.38 | 4 |
| 18 | 5,795 | 3,540 | " | 220.9 | 34.5 | 15.6 | 0.60 | 4 |
| 19 | 5,467 | 3,409 | " | 206.4 | 47.1 | 22.8 | 0.86 | 11 |
| 20 | 5,434 | 3,382 | " | 186.2 | 56.2 | 30.2 | 1.03 | 6 |
| 21 | 5,484 | 3,352 | Turbine | 224.2 | 41.0 | 18.3 | 0.75 | 2 |
| 22 | 5,219 | 3,158 | Recipro | 196.8 | 47.6 | 24.2 | 0.91 | 5 |
| 23 | 5,324 | 3,294 | " | 195.6 | 17.0 | 8.7 | 0.32 | 1 |
| 24 | 5,302 | 3,226 | " | 182.2 | 66.2 | 36.3 | 1.25 | 1 |
| 25 | 5,859 | 4,259 | " | 226.9 | 82.4 | 36.3 | 1.41 | 16 |
| 26 | 5,872 | 4,253 | " | 244.3 | 83.9 | 34.3 | 1.43 | 14 |
| 27 | 5,864 | 4,263 | " | 224.2 | 86.7 | 38.7 | 1.48 | 11 |
| 28 | 5,862 | 4,272 | " | 226.4 | 69.4 | 30.7 | 1.18 | 3 |
| 29 | 5,832 | 4,093 | " | 247.5 | 85.2 | 34.4 | 1.46 | 2 |
| 30 | 4,670 | 2,907 | " | 165.8 | 22.5 | 13.6 | 0.48 | 1 |
| 31 | 4,630 | 2,809 | Diesel | 176.1 | 61.2 | 34.8 | 1.32 | 1 |
| 32 | 4,014 | 2,511 | Recipro | 129.4 | 28.6 | 22.1 | 0.71 | 2 |
| 33 | 4,013 | 2,500 | " | 128.2 | 21.5 | 16.8 | 0.54 | 1 |
| 34 | 4,065 | 2,518 | " | 159.7 | 25.8 | 16.2 | 0.63 | 2 |
| 35 | 4,364 | 2,734 | " | 135.9 | 25.1 | 18.5 | 0.58 | 11 |
| 36 | 4,106 | 2,517 | " | 183.0 | 10.7 | 5.8 | 0.26 | 4 |
| 37 | 3,802 | 2,298 | " | 193.9 | 20.3 | 10.5 | 0.53 | 1 |
| 38 | 3,793 | 2,304 | " | 162.4 | 36.5 | 22.6 | 0.96 | 6 |
| 39 | 3,801 | 2,351 | " | 139.5 | 32.1 | 23.0 | 0.84 | 2 |
| 40 | 3,221 | 1,980 | " | 117.2 | 11.8 | 10.1 | 0.37 | 1 |
| 41 | 3,179 | 1,951 | " | 119.0 | 26.2 | 22.0 | 0.82 | 8 |
| 42 | 3,183 | 1,969 | " | 108.3 | 17.3 | 16.0 | 0.54 | 13 |
| 43 | 3,180 | 1,941 | " | 133.9 | 17.2 | 12.8 | 0.54 | 2 |

Average for 175 ships over 3,000 tons gross 24.1 0.89 175
Moyenne pour 175 navires au-dessus 3000 tx. brut.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|----|-------|-------|---------|-------|------|------|------|---|
| 1 | 2,775 | 1,588 | Diesel | 190.2 | 22.4 | 11.8 | 0.81 | 1 |
| 2 | 2,419 | 1,424 | Recipro | 107.9 | 12.8 | 11.9 | 0.53 | 6 |
| 3 | 2,420 | 1,428 | " | 112.3 | 28.7 | 25.6 | 1.19 | 4 |
| 4 | 2,181 | 1,286 | " | 122.8 | 16.8 | 13.7 | 0.77 | 1 |
| 5 | 2,208 | 1,335 | " | 86.7 | 9.7 | 11.2 | 0.44 | 4 |
| 6 | 1,996 | 1,133 | Diesel | 164.1 | 12.5 | 17.6 | 0.63 | 2 |
| 7 | 1,992 | 1,099 | " | 174.1 | 16.8 | 9.6 | 0.84 | 2 |
| 8 | 1,726 | 1,020 | Recipro | 112.2 | 10.0 | 8.9 | 0.58 | 1 |
| 9 | 1,714 | 1,007 | " | 117.6 | 5.2 | 4.4 | 0.30 | 3 |
| 10 | 1,676 | 997 | " | 94.0 | 8.1 | 18.6 | 0.48 | 1 |
| 11 | 1,721 | 1,028 | " | 94.1 | 6.7 | 17.1 | 0.39 | 1 |
| 12 | 1,298 | 927 | " | 57.3 | 9.9 | 17.3 | 0.76 | 1 |
| 13 | 983 | 692 | " | 52.8 | 6.8 | 12.9 | 0.69 | 1 |
| 14 | 124 | 32 | Motor | 45.2 | 3.2 | 7.1 | 2.58 | 1 |
| 15 | 123 | 49 | Recipro | 10.8 | 0.5 | 4.6 | 0.41 | 1 |

Average for 30 ships under 3,000 tons gross 11.9 0.70 30
Moyenne pour 30 navires au-dessous de 3000 tx. brut

Total average for 205 ships. 22.3 0.87
Moyenne générale pour 205 navires

Annex II.

BOATSWAIN'S STORE SPACE IN 18 GERMAN SHIPS.

| No. Numéro d'ordre | Gross tonnage R. T. Tonnage brut T. d. J. | Boatswain's store space in R. T. Espace pour le magasin du maître de l'équipage en T. d. J. | As percentage of gross tonnage En Pourcentage du tonnage brut |
|--------------------------|--|---|--|
| 1 | 51,656 | 217.62 | 0.42 |
| 2 | 49,746 | 161.82 | 0.33 |
| 3 | 32,354 | 170.63 | 0.53 |
| 4 | 27,560 | 114.11 | 0.41 |
| 5 | 20,931 | 114.65 | 0.55 |
| 6 | 20,742 | 80.45 | 0.39 |
| 7 | 16,971 | 101.37 | 0.60 |
| 8 | 14,690 | 80.87 | 0.55 |
| 9 | 14,690 | 102.32 | 0.70 |
| 10 | 9,620 | 81.22 | 0.84 |
| 11 | 9,026 | 158.31 | 1.75 |
| 12 | 9,026 | 131.94 | 1.46 |
| 13 | 8,899 | 83.46 | 0.94 |
| 14 | 8,803 | 86.32 | 0.98 |
| 15 | 8,514 | 102.37 | 1.20 |
| 16 | 8,417 | 125.71 | 1.49 |
| 17 | 7,851 | 97.77 | 1.25 |
| 18 | 7,789 | 108.13 | 1.39 |

Annex III.

DRAFT TRANSITORY PROVISIONS CONCERNING THE COMING INTO FORCE OF THE
INTERNATIONAL REGULATIONS FOR TONNAGE MEASUREMENT PROPOSED BY THE TECHNICAL
COMMITTEE FOR MARITIME TONNAGE MEASUREMENT.Article I.¹

The coming into force of the International Regulations for tonnage measurement of ships (see document C.176.M.65.1931.VIII) shall not cause the remeasurement of ships previously measured according to the so-called English system of tonnage measurement unless a request to that effect is made by the owner.

The tonnage certificates issued for such ships prior to the coming into force of the said Regulations shall continue to be accepted where this is at present the case and where they may be recognised in accordance with a special arrangement.

Ships previously measured according to any other system of tonnage measurement shall be remeasured within a period of five years from the coming into force of the International Regulations.

Tonnage certificates previously issued for such ships shall be treated in the same way as the certificates referred to in paragraph 2 until such time as the ship has been remeasured.

Article II.

Subject to the following exceptions, the International Regulations shall apply to all measurements or remeasurements of ships carried out after the coming into force of those Regulations.

Save at the request of the owner, the International Regulations shall not apply to the measurement of ships, the keel of which has been laid before the coming into force of the International Regulations and the provisions of Article I are applicable with regard to tonnage certificates issued for such ships.

Save at the request of the owner, the International Regulations shall not apply to the remeasurement of ships which have been presented for remeasurement before the coming into force of the International Regulations on account of alterations in the construction or use of spaces, and the provisions of Article I are applicable with regard to tonnage certificates issued for such ships.

¹ Ad Article I, second paragraph:

It is understood that the expression "tonnage certificate" includes the "appendix certificates" issued to ships of certain countries in which the tonnage has been estimated according to the so-called English system.

| | | | | | | | | | |
|---|-------------|---|------------------------------------|---|---|----------------------------|--------------|--|--|
| NAME OF SHIP | | FORMULA OF MEASUREMENT GENERAL DESCRIPTION, UNDERDECK TONNAGE, SUPER- STRUCTURES, EXEMPTIONS | | | | APPENDIX 1 A | | | |
| | | DESCRIPTION OF SHIP ⁽⁸⁾ | | NATIONALITY | | | | | |
| | | | | | | | | | |
| WHERE MEASURED | | PROPELLED BY MACH- INERY OR BY SAILS | PORT OF REGISTRY | OFFICIAL NUMBER AND/OR SIGNAL LETTERS | | YARD NUMBER | | | |
| | | | | | | | | | |
| DATE OF LAUNCHING | WHERE BUILT | | NAME AND ADDRESS OF BUILDERS | | NAME AND ADDRESS OF OWNERS | | | | |
| | | | | | | | | | |
| NUMBER OF DECKS: ⁽¹⁾ _____ NUMBER OF MASTS: ⁽²⁾ _____ RIGGED: ⁽²⁾ _____ DESCRIPTION OF BOW: ⁽³⁾ _____ DESCRIPTION OF STERN ⁽⁴⁾ _____ MATERIAL: ⁽⁵⁾ _____ NUMBER OF ⁽⁹⁾ SCREWS / PADDLES _____ DESCRIPTION OF PROPELLING MACHINERY: ⁽⁶⁾ _____ _____ NUMBER OF FUNNELS: ⁽⁷⁾ _____ | | IDENTIFICATION DIMENSIONS UNDER RULE I | | | IDENTIFICATION DIMENSIONS UNDER RULE II | | | | |
| | | LENGTH, FROM THE FORE SIDE OF THE UPPERMOST END OF THE STEM TO THE AFT SIDE OF THE UPPERMOST END OF THE STERNPOST..... | FEET | METRES | LENGTH, TAKEN ON THE UPPERMOST DECK FROM THE AFTSIDE OF THE STEM TO THE AFTSIDE OF THE STERNPOST | FEET | METRES | | |
| | | BREADTH, EXTREME OUTSIDE | | | BREADTH, EXTREME OUTSIDE | | | | |
| | | DEPTH, IN THE MIDDLE PLANE AT HALF LENGTH FROM THE UNDER SIDE OF THE TONNAGE DECK TO THE UPPER SIDE OF THE OUTER BOTTOM PLATING OR PLANKING..... | | | GIRTH, | | | | |
| | | | | | DETERMINATION OF IDENTIFICATION LENGTH UNDER RULE II | | | | |
| | | | | | TONNAGE LENGTH..... | | | | |
| | | | | | DISTANCE FROM B' TO THE FORESIDE OF THE STEM | | | | |
| | | | | | DISTANCE FROM A' TO THE AFTSIDE OF THE STERNPOST..... | | | | |
| | | | IDENTIFICATION LENGTH UNDER RULE I | | | | | | |
| CALCULATION OF GROSS TONNAGE UNDER RULE I ⁽⁹⁾ | | | | CALCULATION OF NET TONNAGE UNDER RULE II ⁽⁹⁾ | | | | | |
| | | REGISTER TONS | CUBIC METRES | GROSS TONNAGE | | REGISTER TONS | CUBIC METRES | | |
| SPACE BELOW TONNAGE DECK ⁽⁹⁾ UPPERMOST DECK | | | | | | | | | |
| TWEENDECK SPACE | | | | | | REGISTER TONS | CUBIC METRES | | |
| " " " | | | | STERN'S AND SIDEWAYS SPACES | MASTER'S SPACES A | | | | |
| FORECASTLE | | | | | | CREW SPACE | DECKHOUSES | | |
| " " " | | | | | | | | | |
| RODDING SPACE LOADING SPACE | | | | | | | | | |
| | | | | | | (6) | (7) | | |
| | | | | | | (8) | (9) | | |

SPACES ABOVE THE TONNAGE DECK

'TWEEN DECK SPACES

| 1 ST 'TWEEN DECK SPACE (METHOD 1) | | | | 1 ST 'TWEEN DECK SR (METH. 3) | | | | 2 ND 'TWEEN DECK SPACE (METHOD 1) | | | | 2 ND 'TWEEN DECK SR (METH. 3) | | | | | | | | | | | |
|---|---------------------------|---|--|---|---------------------------|---|--|--|---------------------------|---|--|---|---------------------------|---|--|---|---------------------------|---|--|---------------------------------------|--|--|--|
| PART FORWARD OF THE FORE-SIDE OF THE STERN POST I | | | | PART AFT OF THE FORE-SIDE OF THE STERN POST I | | | | WHOLE SPACE | | | | PART FORWARD OF THE FORE-SIDE OF THE STERN POST | | | | PART AFT OF THE FORE-SIDE OF THE STERN POST | | | | WHOLE SPACE | | | |
| LENGTH 1 = | | | | LENGTH 2 = | | | | WHOLE LENGTH = | | | | LENGTH 2 = | | | | LENGTH 2 = | | | | WHOLE LENGTH = | | | |
| COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | |
| N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | |
| X | 1 | 1 | | X | 1 | 1 | | X | 1 | 1 | | X | 1 | 1 | | X | 1 | 1 | | | | | |
| | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | | | |
| | 3 | 2 | | | 3 | 2 | | | 3 | 2 | | | 3 | 2 | | | 3 | 2 | | | | | |
| | 4 | 4 | | | 4 | 4 | | | 4 | 4 | | | 4 | 4 | | | 4 | 4 | | | | | |
| | 5 | 2 | | X | 5 | 1 | | | 5 | 2 | | X | 5 | 1 | | | 5 | 2 | | | | | |
| | 6 | 4 | | SUM | SUM = | | | | 6 | 4 | | SUM | SUM = | | | | 6 | 4 | | | | | |
| | 7 | | | 1/3 COMM. INT. BTW. BTNS. | | | | | 7 | | | 1/3 COMM. INT. BTW. BTNS. | | | | | 7 | | | | | | |
| | 8 | | | | | | | | 8 | | | | | | | | 8 | | | | | | |
| | 9 | | | +3 | | | | | 9 | | | | | | | | 9 | | | | | | |
| | 10 | | | M.H. | | | | | 10 | | | | | | | | 10 | | | | | | |
| | 11 | | | | M.H. | | | | 11 | | | | | | | | 11 | | | | | | |
| | 12 | | | | | | | | 12 | | | | | | | | 12 | | | | | | |
| X | 13 | | | | | | | X | 13 | | | X | 13 | | | X | 13 | | | | | | |
| SUM | SUM = | | | SUM | SUM = | | | SUM | SUM = | | | SUM | SUM = | | | SUM | SUM = | | | | | | |
| | 1/3 COMM. INT. BTW. BTNS. | | | | 1/3 COMM. INT. BTW. BTNS. | | | | 1/3 COMM. INT. BTW. BTNS. | | | | 1/3 COMM. INT. BTW. BTNS. | | | | 1/3 COMM. INT. BTW. BTNS. | | | | | | |
| | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | | | |
| | PROD. X M.H. | | | | PROD. X M.H. | | | | PROD. X M.H. | | | | PROD. X M.H. | | | | PROD. X M.H. | | | | | | |
| | PT I = | | | | PT I = | | | | PT I = | | | | PT I = | | | | PT I = | | | | | | |
| | + PT I | | | | + PT I | | | | + PT I | | | | + PT I | | | | + PT I | | | | | | |
| L. | L. | | | L. | L. | | | L. | L. | | | L. | L. | | | L. | L. | | | | | | |
| B. | B. | | | B. | B. | | | B. | B. | | | B. | B. | | | B. | B. | | | | | | |

N.B. WHEN CALCULATING THE CAPACITY OF 'TWEEN DECK SPACES AND SUPERSTRUCTURES MULTIPLIERS SHOULD BE FILLED IN OR MODIFIED ACCORDING TO THE METHOD USED.

SUPERSTRUCTURES

| 1A) FORECASTLE (CLOSED OR OPEN) | | | | 1B) FORECASTLE (CLOSED OR OPEN) | | | | 1C) FORECASTLE (CLOSED OR OPEN) | | | | 2A) BRIDGE SPACE (CLOSED OR OPEN) | | | | 2B) BRIDGE SPACE (CLOSED OR OPEN) | | | | 2C) BRIDGE SPACE (CLOSED OR OPEN) | | | | | | | |
|---------------------------------------|---------------------------|---|--|---------------------------------------|---------------------------|---|--|---------------------------------------|---------------------------|---|--|---------------------------------------|---------------------------|---|--|---------------------------------------|---------------------------|---|--|---------------------------------------|---------------------------|---|--|---|---------------------------|--|--|
| LENGTH = | | | | LENGTH = | | | | LENGTH = | | | | LENGTH = | | | | LENGTH = | | | | LENGTH = | | | | | | | |
| COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | COMM. INT. BETW. BTNS. = | | | | | | | |
| N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | N° OF BTNS. MUL. TIPL. BTNS. PRODUCTS | | | | | | | |
| | 1 | 1 | | X | 1 | 1 | | X | 1 | 1 | | | 1 | 1 | | X | 1 | 1 | | X | 1 | 1 | | | | | |
| | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | | | |
| | 3 | 1 | | | 3 | | | | 3 | | | | 3 | 1 | | | 3 | | | | 3 | | | | | | |
| SUM | SUM = | | | | SUM = | | | | SUM = | | | SUM | SUM = | | | | SUM = | | | | SUM = | | | | SUM = | | |
| | 1/3 COMM. INT. BTW. BTNS. | | | X | 1/3 COMM. INT. BTW. BTNS. | | | | 1/3 COMM. INT. BTW. BTNS. | | | | 1/3 COMM. INT. BTW. BTNS. | | | X | 1/3 COMM. INT. BTW. BTNS. | | | | 1/3 COMM. INT. BTW. BTNS. | | | X | 1/3 COMM. INT. BTW. BTNS. | | |
| | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | |
| | 7A = | | | | 7B = | | | | 7C = | | | | 2A | | | | 2B | | | | 2C | | | | | | |

EXTERNAL DIMENSIONS AND CUBIC CAPACITY OF CLOSED SPACES SITUATED WITHIN OPEN SPACES PARTICULARS REGARDING STIFFENERS AND REGARDING DIMENSIONS OF SUPERSTRUCTURES ETC.

| | | | | | |
|----------------|--|--|------------------|---------------------------------------|------------------------|
| NAME OF SHIP | | FORMULA OF MEASUREMENT GENERAL DESCRIPTION, UNDERDECK TONNAGE, SUPER-STRUCTURES, EXEMPTIONS | | | APPENDIX 1 A |
| | | DESCRIPTION OF SHIP ⁽⁸⁾ | NATIONALITY | | |
| WHERE MEASURED | | PROPELLED BY MACHINERY OR BY SAILS | PORT OF REGISTRY | OFFICIAL NUMBER AND/OR SIGNAL LETTERS | YARD NUMBER |

| | | | |
|-------------------|-------------|------------------------------|----------------------------|
| DATE OF LAUNCHING | WHERE BUILT | NAME AND ADDRESS OF BUILDERS | NAME AND ADDRESS OF OWNERS |
|-------------------|-------------|------------------------------|----------------------------|

| | | | | | | |
|--|--|------|---|--|------|--------|
| NUMBER OF DECKS: ⁽¹⁾ NUMBER OF MASTS: ⁽²⁾ RIGGED: ⁽²⁾ DESCRIPTION OF BOW: ⁽³⁾ DESCRIPTION OF STERN: ⁽⁴⁾ MATERIAL: ⁽⁵⁾ NUMBER OF SCREWS ⁽⁹⁾ PADDLES DESCRIPTION OF PROPELLING MACHINERY: ⁽⁶⁾ NUMBER OF FUNNELS: ⁽⁷⁾ | IDENTIFICATION DIMENSIONS UNDER RULE I | | IDENTIFICATION DIMENSIONS UNDER RULE II | | | |
| | LENGTH, FROM THE FORE SIDE OF THE UPPERMOST END OF THE STEM TO THE AFT SIDE OF THE UPPERMOST END OF THE STERNPOST | FEET | METRES | LENGTH, TAKEN ON THE UPPERMOST DECK FROM THE AFTSIDE OF THE STEM TO THE AFTSIDE OF THE STERNPOST | FEET | METRES |
| | BREADTH, EXTREME OUTSIDE | | | BREADTH, EXTREME OUTSIDE | | |
| | DEPTH, IN THE MIDDLE PLANE AT HALF LENGTH FROM THE UNDER SIDE OF THE TONNAGE DECK TO THE UPPER SIDE OF THE OUTER BOTTOM PLATING OR PLANKING. | | | GIRTH | | |

| | |
|--|--|
| CALCULATION OF GROSS TONNAGE UNDER RULE $\frac{1}{2}$ ⁽⁹⁾ | CALCULATION OF NET TONNAGE UNDER RULE $\frac{1}{2}$ ⁽⁹⁾ |
|--|--|

| | REGISTER TONS | CUBIC METRES | GROSS TONNAGE | | REGISTER TONS | CUBIC METRES |
|---|---------------|--------------|---|--------------|---------------|--------------|
| | | | REGISTER TONS | CUBIC METRES | | |
| SPACE BELOW TONNAGE DECK ⁽⁹⁾ UPPERMOST DECK | | | | | | |
| TWEENDECK SPACE | | | | | | |
| FORECASTLE | | | | | | |
| BRIDGESPACE | | | | | | |
| BREAK | | | | | | |
| POOP | | | | | | |
| TRUNKSPACE | | | | | | |
| DECKHOUSES ON | | | | | | |
| SIDEHOUSES ON | | | | | | |
| SPACES ABOVE UPPER DECK ⁽⁹⁾ UPPERMOST DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES | | | | | | |
| EXCESS OF HATCHWAYS | | | | | | |
| GROSS TONNAGE UNDER RULE $\frac{1}{2}$ ⁽⁹⁾ | | | REMAINDER = NET TONNAGE UNDER RULE $\frac{1}{2}$ ⁽⁹⁾ IF SHIP SOLELY PROPELLED BY SAILS DEDUCTION FOR PROPELLING MACHINERY SPACES (IF NECESSARY LIMITED TO 55% OF THE REMAINDER) | | | |
| | | | NET TONNAGE UNDER RULE $\frac{1}{2}$ ⁽⁹⁾ IF SHIP PROPELLED BY MACHINERY | | | |

(1) MENTION SEPARATELY SHELTER DECK, IF ANY.
 (2) IN CASE OF SAILING SHIPS.
 (3) E.G. VERTICAL; CLIPPER; RAKED.
 (4) E.G. ELLIPTIC; POINTED; SQUARE; CRUISER.
 (5) WOOD; IRON; STEEL; COMPOSITE, ETC.
 (6) NUMBER OF CYLINDERS; TRIPLE OR QUADRUPLE EXPANSION; MOTOR; MOTOR-ELECTRIC; TURBINE; TURBO-ELECTRIC, ETC.
 (7) INCLUDING DUMMY FUNNELS.
 (8) PASSENGER, CARGO, YACHT, TUG, ETC.
 (9) STRIKE OUT WHAT DOES NOT APPLY.

MEASURED ON THE (DATE)

(SIGNATURE OF SURVEYOR)

SPACES ABOVE THE TONNAGE DECK

'TWEEN DECK SPACES

| 1 st 'TWEENDECK SPACE (METHOD 1) | | | | 1 st 'TWEENDECK SR (METH.3) | | | | 2 nd 'TWEEN DECK SPACE (METHOD 1) | | | | 2 nd 'TWEEN DECK SR (METH.3) | | | | | | | |
|---|------------|-------|----------|--|------------|-------|----------|--|------------|-------|----------|---|------------|-------|----------|---------------------------|------------|-------|----------|
| PART AFT OF THE FORESIDE OF THE STERN POST | | | | WHOLE SPACE | | | | PART FORWARD OF THE FORESIDE OF THE STERN POST | | | | WHOLE SPACE | | | | | | | |
| LENGTH 1 = | | | | LENGTH 2 = | | | | WHOLE LENGTH = | | | | LENGTH 2 = | | | | WHOLE LENGTH = | | | |
| COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | |
| NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS |
| | | | | | | | | | | | | | | | | | | | |
| 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | |
| 3 | 2 | | | 3 | 2 | | | 3 | 2 | | | 3 | 2 | | | 3 | 2 | | |
| 4 | 4 | | | 4 | 4 | | | 4 | 4 | | | 4 | 4 | | | 4 | 4 | | |
| 5 | 2 | | | X 5 | 1 | | | 5 | 2 | | | X 5 | 1 | | | 5 | 2 | | |
| SUM = | | | | SUM = | | | | SUM = | | | | SUM = | | | | SUM = | | | |
| 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | |
| ÷3 | | | | ÷3 | | | | ÷3 | | | | ÷3 | | | | ÷3 | | | |
| M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | |
| PROD. X M.H. | | | | PROD. X M.H. | | | | PROD. X M.H. | | | | PROD. X M.H. | | | | PROD. X M.H. | | | |
| PT I = | | | | PT I = | | | | PT I = | | | | PT I = | | | | PT I = | | | |
| + PT II = | | | | + PT II = | | | | + PT II = | | | | + PT II = | | | | + PT II = | | | |

N.B. WHEN CALCULATING THE CAPACITY OF 'TWEEN DECK SPACES AND SUPERSTRUCTURES MULTIPLIERS SHOULD BE FILLED IN OR MODIFIED ACCORDING TO THE METHOD USED.

SUPERSTRUCTURES

| 1A) FORECASTLE (CLOSED OR OPEN) | | | | 1B) FORECASTLE (CLOSED OR OPEN) | | | | 1C) FORECASTLE (CLOSED OR OPEN) | | | | 2A) BRIDGE SPACE (CLOSED OR OPEN) | | | | 2B) BRIDGE SPACE (CLOSED OR OPEN) | | | | 2C) BRIDGE SPACE (CLOSED OR OPEN) | | | |
|---------------------------------|------------|-------|----------|---------------------------------|------------|-------|----------|---------------------------------|------------|-------|----------|-----------------------------------|------------|-------|----------|-----------------------------------|------------|-------|----------|-----------------------------------|---|--|--|
| LENGTH = | | | | LENGTH = | | | | LENGTH = | | | | LENGTH = | | | | LENGTH = | | | | LENGTH = | | | |
| COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | | COMM. INT. BETW. BTHS. = | | | |
| NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | NO. OF BTHS. | MUL. TIPL. | BTHS. | PRODUCTS | | | | |
| | | | | | | | | | | | | | | | | | | | | 1 | 1 | | |
| 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | | 2 | 4 | | |
| 3 | 1 | | | 3 | 1 | | | 3 | 1 | | | 3 | 1 | | | 3 | 1 | | | 3 | 1 | | |
| SUM = | | | | SUM = | | | | SUM = | | | | SUM = | | | | SUM = | | | | SUM = | | | |
| 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | | 1/3 COMM. INT. BTW. BTHS. | | | |
| ÷3 | | | | ÷3 | | | | ÷3 | | | | ÷3 | | | | ÷3 | | | | ÷3 | | | |
| M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | | M.H. | | | |
| 7A = | | | | 7B = | | | | 7C = | | | | 2A | | | | 2B | | | | 2C | | | |
| - | | | | - | | | | - | | | | - | | | | - | | | | - | | | |
| 7A = | | | | 7B = | | | | 7C = | | | | 2A | | | | 2B | | | | 2C | | | |
| - | | | | - | | | | - | | | | - | | | | - | | | | - | | | |
| 7A = | | | | 7B = | | | | 7C = | | | | 2A | | | | 2B | | | | 2C | | | |
| - | | | | - | | | | - | | | | - | | | | - | | | | - | | | |

EXTERNAL DIMENSIONS AND CUBIC CAPACITY OF CLOSED SPACES SITUATED WITHIN OPEN SPACES PARTICULARS REGARDING STIFFENERS AND REGARDING DIMENSIONS OF SUPERSTRUCTURES ETC.

SUPERSTRUCTURES (CONTINUED): HATCHWAYS AND EXCESS OF HATCHWAYS

| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 29A | SUMMARY OF HATCHWAYS | |
|------|------|------|------|------|------|------|------|------|------|------|----------------------|--|
| L | L | L | L | L | L | L | L | L | L | L | | |
| B | B | B | B | B | B | B | B | B | B | B | | |
| M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | | |
| | | | | | | | | | | | | |
| 20* | 21* | 22* | 23* | 24* | 25* | 26* | 27* | 28* | 29* | 29A* | SUM | |

1/2 % OF.....

CLOSED EXEMPTED SPACES **DOUBLE BOTTOM SPACES, RULE II**

CLOSED
 DIMENSIONS AND CUBIC CAPACITY OF SPACES EXEMPTED FROM INCLUSION IN GROSS TONNAGE (ALSO HATCHWAYS LEADING TO EXEMPTED SPACES), WITH THE EXCEPTION OF SPACES CAPABLE OF BEING REGARDED AS PART OF THE PROPELLING MACHINERY SPACES. FOR V.C.'S STATE FOR WHOM THEY ARE INTENDED.

| 30) | 31) | 32) | 33) | 34) | 35) | 36) | 37) | SUMMARY OF SPACES INCLUDING SPACES CAPABLE OF BEING REGARDED AS PART OF THE PROPELLING MACHINERY SPACE WHICH SHOULD BE EXEMPTED FROM EACH SUPERSTRUCTURE | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|--|----------------------|------------------------------------|---------------|
| L. | L. | L. | L. | L. | L. | L. | L. | N° OF SUPER-STRUCTURE | N° OF SPACE EXEMPTED | N° OF PROP. MACH. SPACES EXEMPTED. | SUM TONS (M3) |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | |
| 30* | 31* | 32* | 33* | 34* | 35* | 36* | 37* | | | | |
| 38) | 39) | 40) | 41) | 42) | 43) | 44) | 45) | | | | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | |
| 38* | 39* | 40* | 41* | 42* | 43* | 44* | 45* | | | | |
| 46) | 47) | 48) | 49) | 50) | 51) | 52) | 53) | | | | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | |
| 46* | 47* | 48* | 49* | 50* | 51* | 52* | 53* | | | | |
| 54) | 55) | 56) | 57) | 58) | 59) | 60) | 61) | | | | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | |
| 54* | 55* | 56* | 57* | 58* | 59* | 60* | 61* | | | | |
| 62) | 63) | 64) | 65) | 66) | 67) | 68) | 69) | | | | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | |
| 62* | 63* | 64* | 65* | 66* | 67* | 68* | 69* | | | | |

DOUBLE BOTTOM SPACES AVAILABLE FOR CARRYING WATER BALLAST, STORES, FUEL-OIL OR CARGO, NUMBERED FROM FORE TO AFT. SHOW THE SPACES ON THE SKETCH

CALCULATION UNDER RULE II OF THE SPACE BELOW THE UPPER-MOST DECK.

| 1)L- | 2)L- | 3)L- | 4)L- | 5)L- | LENGTH |
|----------|----------|----------|----------|---------------------------------|--------------------|
| BREADTHS | BREADTHS | BREADTHS | BREADTHS | BREADTHS | BREADTH |
| 1* | 1* | 1* | 1* | 1* | GIRTH |
| 2* | 2* | 2* | 2* | 2* | 1/2 GIRTH |
| 3* | 3* | 3* | 3* | 3* | 1/2 BREADTH |
| 4* | 4* | 4* | 4* | 4* | SUM |
| 5* | 5* | 5* | 5* | 5* | SUM |
| HEIGHTS | HEIGHTS | HEIGHTS | HEIGHTS | HEIGHTS | SUM 2* x LENGTH |
| 1* | 1* | 1* | 1* | 1* | |
| 2* | 2* | 2* | 2* | 2* | |
| 3* | 3* | 3* | 3* | 3* | |
| 4* | 4* | 4* | 4* | 4* | |
| 5* | 5* | 5* | 5* | 5* | |
| 7* | 2* | 3* | 4* | 5* | |
| ± | ± | ± | ± | ± | |
| 7* | 2* | 3* | 4* | 5* | |
| 6)L- | 7)L- | 8)L- | 9)L- | SUMMARY OF DOUBLE BOTTOM SPACES | |
| BREADTHS | BREADTHS | BREADTHS | BREADTHS | | PROD = FACTOR * 0. |
| 1* | 1* | 1* | 1* | 1 | |
| 2* | 2* | 2* | 2* | 2 | |
| 3* | 3* | 3* | 3* | 3 | |
| 4* | 4* | 4* | 4* | 4 | |
| 5* | 5* | 5* | 5* | 5 | |
| HEIGHTS | HEIGHTS | HEIGHTS | HEIGHTS | | |
| 1* | 1* | 1* | 1* | 6 | |
| 2* | 2* | 2* | 2* | 7 | |
| 3* | 3* | 3* | 3* | 8 | |
| 4* | 4* | 4* | 4* | 9 | |
| 5* | 5* | 5* | 5* | | |
| 6* | 7* | 8* | 9* | | |
| ± | ± | ± | ± | | |
| 6* | 7* | 8* | 9* | | |
| | | | | TOTAL | |

| | | | | |
|-----------------------|---|------------------|---------------------------------------|---------------------------------|
| NAME OF SHIP | FORMULA OF MEASUREMENT GENERAL DESCRIPTION, UNDERDECK TONNAGE, SUPER-STRUCTURES, EXEMPTIONS | | | APPENDIX 7 A/B |
| | DESCRIPTION OF SHIP ⁽⁸⁾ | NATIONALITY | | |
| WHERE MEASURED | PROPELLED BY MACHINERY OR BY SAILS | PORT OF REGISTRY | OFFICIAL NUMBER AND/OR SIGNAL LETTERS | |
| | | | | |
| | | | YARD NUMBER | |

| | | | |
|-------------------|-------------|------------------------------|----------------------------|
| DATE OF LAUNCHING | WHERE BUILT | NAME AND ADDRESS OF BUILDERS | NAME AND ADDRESS OF OWNERS |
| | | | |

| | | | | | | |
|---|---|------|---|---|------|--------|
| NUMBER OF DECKS: ⁽¹⁾ NUMBER OF MASTS: ⁽²⁾ RIGGED: ⁽²⁾ DESCRIPTION OF BOW: ⁽³⁾ DESCRIPTION OF STERN: ⁽⁴⁾ MATERIAL: ⁽⁵⁾ NUMBER OF SCREWS ⁽⁹⁾ / PADDLES DESCRIPTION OF PROPELLING MACHINERY: ⁽⁶⁾ NUMBER OF FUNNELS: ⁽⁷⁾ | IDENTIFICATION DIMENSIONS UNDER RULE I | | IDENTIFICATION DIMENSIONS UNDER RULE II | | | |
| | <small>LENGTH, FROM THE FORE SIDE OF THE UPPERMOST END OF THE STEM TO THE AFT SIDE OF THE UPPERMOST END OF THE STERNPOST</small> | FEET | METRES | <small>LENGTH, TAKEN ON THE UPPERMOST DECK FROM THE AFTSIDE OF THE STEM TO THE AFTSIDE OF THE STERNPOST</small> | FEET | METRES |
| | <small>BREADTH, EXTREME OUTSIDE</small> | | | <small>BREADTH, EXTREME OUTSIDE</small> | | |
| | <small>DEPTH, IN THE MIDDLE PLANE AT HALF LENGTH FROM THE UNDER SIDE OF THE TONNAGE DECK TO THE UPPER SIDE OF THE OUTER BOTTOM PLATING OR PLANKING.</small> | | | <small>GIRTH</small> | | |
| | | | | <small>DETERMINATION OF IDENTIFICATION LENGTH UNDER RULE I</small> | | |
| | | | | <small>TONNAGE LENGTH</small> | | |
| | | | | <small>DISTANCE FROM B' TO THE FORESIDE OF THE STEM</small> | | |
| | | | <small>DISTANCE FROM A' TO THE AFTSIDE OF THE STERNPOST</small> | | | |
| | | | <small>IDENTIFICATION LENGTH UNDER RULE I</small> | | | |

| | |
|---|---|
| CALCULATION OF GROSS TONNAGE UNDER RULE I ⁽⁹⁾ | CALCULATION OF NET TONNAGE UNDER RULE I ⁽⁹⁾ |
|---|---|

| | REGISTER TONS | CUBIC METRES | GROSS TONNAGE | | REGISTER TONS | CUBIC METRES |
|---|---------------|--------------|--|--|---------------|--------------|
| | | | | | | |
| <small>SPACE BELOW TONNAGE DECK ⁽⁹⁾ UPPERMOST DECK</small> <small>TWEEDECK SPACE</small> <small>"</small> <small>FORECASTLE</small> <small>"</small> <small>BRIDGESPACE</small> <small>"</small> <small>BREAK</small> <small>"</small> <small>POOP</small> <small>"</small> <small>TRUNKSPACE</small> <small>DECKHOUSES ON</small> <small>"</small> <small>SIDEHOUSES ON</small> <small>SPACES ABOVE UPPER DECK ⁽⁹⁾ UPPERMOST DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES</small> <small>"</small> <small>"</small> <small>"</small> <small>EXCESS OF HATCHWAYS</small> | | | <small>MASTERS AND CREW SPACES</small> <small>SPACES FOR NAVIGATION AND FOR WORKING OF THE SHIP</small> | <small>MASTER'S SPACES A</small> <small>CREW SPACES B</small> <small>PROVISION ROOMS C</small> <small>NAVIGATION SPACES D</small> <small>PUMPROOM SPACES E</small> <small>BOATSWAIN STORES F</small> <small>SPACES FOR SAILS G</small> <small>WATERBALLAST SP H</small> | | |
| | | | | | | |
| | | | <small>REMAINDER = NET TONNAGE UNDER RULE I ⁽⁹⁾ IF SHIP SOLELY PROPELLED BY SAILS</small> | | | |
| | | | <small>DEDUCTION FOR PROPELLING MACHINERY SPACES (IF NECESSARY LIMITED TO 55% OF THE REMAINDER)</small> | | | |
| GROSS TONNAGE UNDER RULE I ⁽⁹⁾ | | | NET TONNAGE UNDER RULE I ⁽⁹⁾ IF SHIP PROPELLED BY MACHINERY | | | |

(1) MENTION SEPARATELY SHELTER DECK, IF ANY.
 (2) IN CASE OF SAILING SHIPS.
 (3) E.G. VERTICAL; CLIPPER; RAKED.
 (4) E.G. ELLIPTIC; POINTED; SQUARE; CRUISER.
 (5) WOOD; IRON; STEEL; COMPOSITE; ETC.
 (6) NUMBER OF CYLINDERS; TRIPLE OR QUADRUPLE EXPANSION; MOTOR; MOTOR-ELECTRIC; TURBINE; TURBO-ELECTRIC; ETC.
 (7) INCLUDING DUMMY FUNNELS.
 (8) PASSENGER, CARGO, YACHT, TUG, ETC.
 (9) STRIKE OUT WHAT DOES NOT APPLY.

MEASURED ON THE (DATE)

(SIGNATURE OF)
SURVEYOR

SPACES ABOVE THE TONNAGE DECK

TWEEN DECK SPACES

SUPERSTRUCTURES

Main calculation table for TWEEN DECK SPACES and SUPERSTRUCTURES. Columns include MEASURED HEIGHT, LENGTH, WHOLE LENGTH, and various summation rows (SUM, ÷3, M.H.). Rows are numbered 1 through 13.

N.B. WHEN CALCULATING THE CUBIC CAPACITY OF TWEEN DECK SPACES AND SUPERSTRUCTURES MULTIPLIERS SHOULD BE FILLED IN OR MODIFIED ACCORDING TO THE METHOD USED.

PARTICULARS REGARDING STIFFENERS AND REGARDING DIMENSIONS OF SUPERSTRUCTURES ETC.

SUPERSTRUCTURES

Calculation table for SUPERSTRUCTURES, divided into six columns: 1A) FORECASTLE (CLOSED OR OPEN), 1B) FORECASTLE (CLOSED OR OPEN), 1C) FORECASTLE (CLOSED OR OPEN), 2A) BRIDGE SPACE (CLOSED OR OPEN), 2B) BRIDGE SPACE (CLOSED OR OPEN), 2C) BRIDGE SPACE (CLOSED OR OPEN). Each column has sub-headers for MEASURED HEIGHTS, LENGTH, WHOLE LENGTH, and summation rows.

DECKHOUSES ETC.

| | | | | | | | | | | | |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|
| 4) | 5) | 6) | 7) | 8) | 9) | 10) | 11) | 12) | 13) | 14) | 15) |
| L. | L. | L. | L. | L. | L. | L. | L. | L. | L. | L. | L. |
| B. | B. | B. | B. | B. | B. | B. | B. | B. | B. | B. | B. |
| | | | | | | | | | | | |
| PROD x M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. |
| | | | | | | | | | | | |
| 4= | 5= | 6= | 7= | 8= | 9= | 10= | 11= | 12= | 13= | 14= | 15= |
| - | - | - | - | - | - | - | - | - | - | - | - |
| 4= | 5= | 6= | 7= | 8= | 9= | 10= | 11= | 12= | 13= | 14= | 15= |

HATCHWAYS AND EXCESS OF HATCHWAYS

| | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|-------------------------|
| 20) | 21) | 22) | 23) | 24) | 25) | 26) | 27) | 28) | 29) | 29A | SUMMARY OF HATCHWAYS |
| L. | L. | L. | L. | L. | L. | L. | L. | L. | L. | L. | |
| B. | B. | B. | B. | B. | B. | B. | B. | B. | B. | B. | |
| | | | | | | | | | | | |
| M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | |
| | | | | | | | | | | | |
| | | | | | | | | | | | SUM |
| | | | | | | | | | | | 1/2 % OF |
| 20= | 21= | 22= | 23= | 24= | 25= | 26= | 27= | 28= | 29= | 29A= | EXCESS OF HATCHW. |

CLOSED EXEMPTED SPACES, DOUBLE BOTTOM SPACES, RULE II

| | | | | | | | | | | | | | |
|--|-----|-----|-----|-----|-----|-----|-----|---|----------------------|-----------------------------------|-------------|--|-----------|
| DIMENSIONS AND CUBIC CAPACITY OF CLOSED SPACES EXEMPTED FROM INCLUSION IN GROSS TONNAGE (ALSO HATCHWAYS LEADING TO EXEMPTED SP) WITH THE EXCEPTION OF SPACES CAPABLE OF BEING REGARDED AS PART OF THE PROPELLING MACHINERY SPACE, FOR W.C. STATE FOR WHOM THEY ARE INTENDED. | | | | | | | | SUMMARY OF SPACES INCLUDING SPACES CAPABLE OF BEING REGARDED AS PART OF THE PROPELLING MACHINERY SPACES WHICH SHOULD BE EXEMPTED FROM EACH SUPERSTRUCTURE | | | | CALCULATION UNDER RULE II OF THE SPACE BELOW THE UPPER-MOST DECK | |
| 30) | 31) | 32) | 33) | 34) | 35) | 36) | 37) | NO OF SUPER-STRUCTURE | NO OF SPACE EXEMPTED | NO OF PROP. MACH. SPACES EXEMPTED | SUM TONS(M) | LENGTH | SUM x SUM |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | | BREADTH | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | | 1/2 GIRTH | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | | 1/2 BREADTH | |
| | | | | | | | | | | | | SUM | |
| 38) | 39) | 40) | 41) | 42) | 43) | 44) | 45) | | | | | x | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | | SUM 2. | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | | x | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | | LENGTH | |
| | | | | | | | | | | | | | |
| 46) | 47) | 48) | 49) | 50) | 51) | 52) | 53) | | | | | | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | | | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | | | |
| | | | | | | | | | | | | | |
| 54) | 55) | 56) | 57) | 58) | 59) | 60) | 61) | | | | | | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | | | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | | | |
| | | | | | | | | | | | | | |
| 62) | 63) | 64) | 65) | 66) | 67) | 68) | 69) | | | | | | |
| L. | L. | L. | L. | L. | L. | L. | L. | | | | | | |
| B. | B. | B. | B. | B. | B. | B. | B. | | | | | | |
| H. | H. | H. | H. | H. | H. | H. | H. | | | | | | |
| | | | | | | | | | | | | | |

DOUBLE BOTTOM SPACES AVAILABLE FOR CARRYING WATER BALLAST, STORES, FUEL OIL OR CARGO. NUMBERED FROM FORE TO AFT. SHOW THE SPACES ON THE SKETCH.

| | | | | | | | | | | | | | | | | |
|----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|----------|----|------------------------------------|
| 1) L = | | 2) L = | | 3) L = | | 4) L = | | 5) L = | | 6) L = | | 7) L = | | 8) L = | | SUMMARY OF DOUBLE BOTTOM SPACES |
| BREADTHS | 1= | BREADTHS | 1= | BREADTHS | 1= | BREADTHS | 1= | BREADTHS | 1= | BREADTHS | 1= | BREADTHS | 1= | BREADTHS | 1= | |
| | 2= | | 2= | | 2= | | 2= | | 2= | | 2= | | 2= | | 2= | 2 |
| | 3= | | 3= | | 3= | | 3= | | 3= | | 3= | | 3= | | 3= | 3 |
| | 4= | | 4= | | 4= | | 4= | | 4= | | 4= | | 4= | | 4= | 4 |
| | 5= | | 5= | | 5= | | 5= | | 5= | | 5= | | 5= | | 5= | 5 |
| HEIGHTS | 1= | HEIGHTS | 1= | HEIGHTS | 1= | HEIGHTS | 1= | HEIGHTS | 1= | HEIGHTS | 1= | HEIGHTS | 1= | HEIGHTS | 1= | 6 |
| | 2= | | 2= | | 2= | | 2= | | 2= | | 2= | | 2= | | 2= | 7 |
| | 3= | | 3= | | 3= | | 3= | | 3= | | 3= | | 3= | | 3= | 8 |
| | 4= | | 4= | | 4= | | 4= | | 4= | | 4= | | 4= | | 4= | |
| | 5= | | 5= | | 5= | | 5= | | 5= | | 5= | | 5= | | 5= | |
| 1= | 2= | 3= | 4= | 5= | 6= | 7= | 8= | | | | | | | | | |
| ± | ± | ± | ± | ± | ± | ± | ± | | | | | | | | | |
| 7= | 2= | 3= | 4= | 5= | 6= | 7= | 8= | | | | | | | | | TOTAL |

SPACE BELOW THE TONNAGE DECK

STATE HERE PARTICULARS WITH REGARD TO WHICH BREADTHS ARE TAKEN TO FRAMES OR CEILING THEREON:

LENGTH ⁽¹⁾ = _____

(COMM. INT. BETWEEN TRANSVERSE SECTIONS)

| | CALCULATION OF CUBIC CAPACITY | | | | | | | | | | | | | | | | |
|--|-------------------------------|---|---|---|---|---|---|---|---|----|----|----|----|--|-----------|-------|----------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | # OF AREA | MUL-TIPL. | AREAS | PRODUCTS |
| (2) DEPTH OF FRAMES BELOW TONNAGE DECK | | | | | | | | | | | | | | 1 | 1 | | |
| DEPTH TO DOUBLE BOTTOM | | | | | | | | | | | | | | 2 | 4 | | |
| OR TO TOP OF FLOORS | | | | | | | | | | | | | | 3 | 2 | | |
| OR TO TOP OF CEILING | | | | | | | | | | | | | | 4 | 4 | | |
| (3) THICKNESS OF BOTTOM CEILING | | | | | | | | | | | | | | 5 | | | |
| (4) THICKNESS OF GROUND BELOW BOTTOM CEILING | | | | | | | | | | | | | | 6 | | | |
| (5) 1/2 OR 1/3 OF RISE OR FALL | | | | | | | | | | | | | | 7 | | | |
| (6) 1/3 ROUND OF BEAM | | | | | | | | | | | | | | 8 | | | |
| TONNAGE DEPTH | | | | | | | | | | | | | | 9 | | | |
| COMM. INT. BETW. BTHS. | | | | | | | | | | | | | | 10 | | | |
| (7) # OF BREADTHS | | | | | | | | | | | | | | 11 | | | |
| MUL-TIPL. | | | | | | | | | | | | | | 12 | | | |
| BTHS. | | | | | | | | | | | | | | 13 | | | |
| PRODUCTS | | | | | | | | | | | | | | SUM = x 1/3 COMM. INT. BETW. TRANSV. SECTIONS. | | | |
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DISTANCE FORWARD OR AFT FROM CORRECT POSITION OF NO. _____ SECTION TO THE FOREMOST MACHINERY BULKHEAD = _____

DISTANCE FORWARD OR AFT FROM CORRECT POSITION OF NO. _____ SECTION TO THE AFTERMOST MACHINERY BULKHEAD = _____

DIMENSIONS AND CUBIC CAPACITY OF RECESSES PROJECTIONS OR BOTTOM CEILING WHICH SHOULD BE INCLUDED IN OR EXCLUDED FROM THE UNDER-DECK TONNAGE. SHOW SPACES ON THE SKETCH.

DEPTH OF FLOORS OR HEIGHT OF DOUBLE BOTTOM:

| | | |
|--------------|------------------------|--------------------|
| THICKNESS OF | _____ SPACING OF _____ | |
| | _____ SIDE CEILING | _____ SPAR CEILING |

(1) THE EXPRESSION "LENGTH" INDICATES THE TONNAGE LENGTH UNLESS THE SPACE BELOW THE TONNAGE DECK IS MEASURED IN PARTS. IN THIS CASE THE "LENGTH" INDICATES THE LENGTH OF EACH PART, THE SUM OF WHICH IS THE TONNAGE LENGTH.

(2) FOR COUNTRIES ADOPTING THE PRACTICE OF ENTERING ON THE FORMULA THE ACTUAL MEASUREMENTS TAKEN BY THE SURVEY OR EVEN WHEN A SECTION HAS BEEN MEASURED OUTSIDE ITS CORRECT POSITION IT SHOULD BE STATED IN THE LATTER CASE HOW FAR FORWARD OR

(3) SHALL ALWAYS BE FILLED IN, BUT IS NOT TO BE APPLIED TO THE DEPTH, WHEN THIS HAS BEEN MEASURED TO TOP OF CEILING, IF NO CEILING STATE 0.

(4) SHALL ALWAYS BE FILLED IN, BUT IS NOT TO BE APPLIED TO THE DEPTH, WHEN THIS HAS BEEN MEASURED TO TOP OF DOUBLE BOTTOM (OR FLOORS) IF NO GROUND STATE 0.

(5) STRIKE OUT WHAT DOES NOT APPLY, IF HORIZONTAL STATE 0. SHOW THE CIRCUMSTANCES ON THE SKETCH.

(6) SHOULD, IF NECESSARY, BE REPLACED BY ONE HALF OF THE SPRING OF THE BEAM.

(7) USE THE LOWER LINE FOR THE AREA OF CORRECT SECTIONS, USE ALSO THE UPPER LINE IF THE MEASUREMENTS ENTERED ON THE FORMULA REFER TO A SECTION MEASURED OUTSIDE ITS CORRECT POSITION.

(8) NUMBERS FROM FORE TO AFT, EACH PART WITH ITS BOTTOM CONSTRUCTION TO BE SHOWN ON THE SKETCH.

WHERE MEASURED:

FORMULA OF MEASUREMENT FOR THE SPACE BELOW THE TONNAGE DECK LENGTH (1) (COMM. INT. BETWEEN TRANSVERSE SECTIONS)

NAME OF SHIP:

NATIONALITY:

BUILDERS:

YARD NUMBER:

PART N° STATE HERE PARTICULARS WITH REGARD TO WHICH BREADTHS ARE TAKEN TO FRAMES OR CEILING THEREON:

Main table with columns for part number, depth of frames, depth to double bottom, or to top of floors/ceiling, thickness of bottom ceiling, ground below bottom ceiling, 1/2 or 1/3 of rise or fall, 1/3 round of beam, tonnage depth, comm. int. betw. bths., and calculation of cubic capacity (areas and products).

DISTANCE FORWARD OR AFT FROM CORRECT POSITION OF N° SECTION IN PART N° TO THE FOREMOST MACHINERY BULKHEAD=

DISTANCE FORWARD OR AFT FROM CORRECT POSITION OF N° SECTION IN PART N° TO THE AFTERMOST MACHINERY BULKHEAD=

DIMENSIONS AND CUBIC CAPACITY OF RECESSES PROJECTIONS OR BOTTOM CEILING WHICH SHOULD BE INCLUDED IN OR EXCLUDED FROM THE UNDER-DECK TONNAGE. SHOW SPACES ON THE SKETCH.

DEPTH OF FLOORS OR HEIGHT OF DOUBLE BOTTOM IN PART N° I, II, III, IV, V, VI

LENGTH N° (8) PART N° (a) SUM = (TONNAGE LENGTH) SUM = (* UNDERDECK TONNAGE)

MEASURED ON THE (DATE)

SIGNATURE OF SURVEYOR

N.B. ALWAYS USE THE FRONT SIDE OF THIS SHEET FOR SHIPS WHICH ARE NOT MEASURED IN PARTS. FOR SHIPS MEASURED IN PARTS IT SHALL ALSO BE USED BUT FOR ONE PART ONLY, THE REVERSE OF THE SHEET BEING USED FOR THE OTHER PARTS. IF A SHIP IS MEASURED IN MORE THAN THREE PARTS USE TWO OR MORE OF THESE SHEETS.

THICKNESS OF SIDE CEILING SPACING OF SPAR CEILING SEE OVERLEAF

(1) THE EXPRESSION "LENGTH" INDICATES THE TONNAGE LENGTH UNLESS THE SPACE BELOW THE TONNAGE DECK IS MEASURED IN PARTS. IN THIS CASE THE "LENGTH" INDICATES THE LENGTH OF EACH PART, THE SUM OF WHICH IS THE TONNAGE LENGTH. (2) FOR COUNTRIES ADOPTING THE PRACTICE OF ENTERING ON THE FORMULA THE ACTUAL MEASUREMENTS TAKEN BY THE SURVEY OR EVEN WHEN A SECTION HAS BEEN MEASURED OUTSIDE ITS CORRECT POSITION IT SHOULD BE STATED IN THE LATTER CASE HOW FAR FORWARD OR (AFT OF THE CORRECT POSITION IT HAS BEEN MEASURED. (3) SHALL ALWAYS BE FILLED IN, BUT IS NOT TO BE APPLIED TO THE DEPTH, WHEN THIS HAS BEEN MEASURED TO TOP OF CEILING, IF NO CEILING STATE 0. (4) SHALL ALWAYS BE FILLED IN, BUT IS NOT TO BE APPLIED TO THE DEPTH, WHEN THIS HAS BEEN MEASURED TO TOP OF DOUBLE BOTTOM (OR FLOORS) IF NO GROUND STATE 0. (5) STRIKE OUT WHAT DOES NOT APPLY, IF HORIZONTAL STATE 0. SHOW THE CIRCUMSTANCES ON THE SKETCH. (6) SHOULD, IF NECESSARY, BE REPLACED BY ONE HALF OF THE SPRING OF THE BEAM. (7) USE THE LOWER LINE FOR THE AREA OF CORRECT SECTIONS; USE ALSO THE UPPER LINE IF THE MEASUREMENTS ENTERED ON THE FORMULA REFER TO A SECTION MEASURED OUTSIDE ITS CORRECT POSITION. (8) NUMBERS FROM FORE TO AFT, EACH PART WITH ITS BOTTOM CONSTRUCTION TO BE SHOWN ON THE SKETCH.

| PART NO | LENGTH: | | STATE HERE PARTICULARS WITH REGARD TO WHICH BREADTHS ARE TAKEN TO FRAMES OR CEILING THEREON | | | | | | | | | | | | | | | | CIRCULATION OF THE CUBIC CAPACITY | | | | | | | |
|---------|--|---|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|-----------------------------------|-----------|-------|--|---|---|--|--|
| | + | - | (COMM. INT. BETWEEN TRANSVERSE SECTIONS) | | | | | | | | | | | | | | | | NO OF AREAS | MUL-TIPL. | AREAS | PRODUCTS | | | | |
| (2) | DEPTH OF FRAMES BELOW TONNAGE DECK | | | | | | | | | | | | | | | | | | | | | | 1 | 1 | | |
| | NO OF TRANSVERSE SECTIONS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | | | | | | | | | | | | 2 | 4 | | |
| | DEPTH TO DOUBLE BOTTOM OR TO TOP OF FLOORS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | OR TO TOP OF CEILING | | | | | | | | | | | | | | | | | | | | | | 3 | | | |
| (3) | THICKNESS OF BOTTOM CEILING | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) | THICKNESS OF GROUND BELOW BOTTOM CEILING | | | | | | | | | | | | | | | | | | | | | | | | | |
| (5) | 1/2 OR 1/3 OF RISE OR FALL | | | | | | | | | | | | | | | | | | | | | | 5 | | | |
| (6) | 1/3 ROUND OF BEAM | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TONNAGE DEPTH | | | | | | | | | | | | | | | | | | | | | | | | | |
| | COMM. INT. BETW. BTHS. | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) | AREAS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | SUM x 1/3 COMM. INT. BETW. TRANSVERSE SECTIONS | | | | |

DIMENSIONS AND CUBIC CAPACITY OF RECESSES PROJECTIONS OR BOTTOM CEILING WHICH SHOULD BE INCLUDED IN OR EXCLUDED FROM THE UNDER DECK TONNAGE SHOW THE SPACES ON THE SKETCH.

| PART NO | LENGTH: | | STATE HERE PARTICULARS WITH REGARD TO WHICH BREADTHS ARE TAKEN TO FRAMES OR CEILING THEREON | | | | | | | | | | | | | | | | CALCULATION OF THE CUBIC CAPACITY | | | | DIMENSIONS AND CUBIC CAPACITY OF RECESSES PROJECTIONS OR BOTTOM CEILING WHICH SHOULD BE INCLUDED IN OR EXCLUDED FROM THE UNDERDECK TONNAGE. SHOW THE SPACES ON THE SKETCH. | | | |
|---------|--|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|--|--|-----------------------------------|-----------|-------|--|--|--|--|--|
| | + | - | (COMM. INT. BETWEEN TRANSVERSE SECTION) | | | | | | | | | | | | | | | | NO OF AREAS | MUL-TIPL. | AREAS | PRODUCTS | | | | |
| | DEPTH OF FRAMES BELOW TONNAGE DECK | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NO OF TRANSVERSE SECTIONS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | | | | | | | | | | | | | | | | |
| | DEPTH TO DOUBLE BOTTOM OR TO TOP OF FLOORS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | OR TO TOP OF CEILING | | | | | | | | | | | | | | | | | | | | | | | | | |
| | THICKNESS OF BOTTOM CEILING | | | | | | | | | | | | | | | | | | | | | | | | | |
| | THICKNESS OF GROUND BELOW BOTTOM CEILING | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1/2 OR 1/3 OF RISE OR FALL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1/3 ROUND OF BEAM | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TONNAGE DEPTH | | | | | | | | | | | | | | | | | | | | | | | | | |
| | COMM. INT. BETW. BTHS. | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) | AREAS | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | SUM x 1/3 COMM. INT. BETW. TRANSVERSE SECTIONS | | | | |

| | | | |
|----------------|---|--------------|-----------------------|
| WHERE MEASURED | FORMULA OF MEASUREMENT DEDUCTED SPACES | NAME OF SHIP | APPENDIX 1C |
|----------------|---|--------------|-----------------------|

DEDUCTIONS: II SPACES FOR NAVIGATION AND FOR WORKING OF THE SHIP

D NAVIGATION SPACES: CHAIN LOCKERS, SPACES FOR ANCHOR GEAR, STEERING GEAR, NAVIGATION LAMPS, DONKEY BOILERS, PUMPING INSTALLATIONS, CHARTS, WIRELESS TELEGR. ETC.

| | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------------------------------|--|
| 1) | 2) | 3) | 4) | 5) | 6) | 7) | 8) | 9) | 10) | 11) | SUMMARY OF NAVIGATION SPACES | |
| L | L | L | L | L | L | L | L | L | L | L | CHAIN LOCKERS..... | |
| B | B | B | B | B | B | B | B | B | B | B | ANCHOR GEAR..... | |
| | | | | | | | | | | | STEERING GEAR..... | |
| | | | | | | | | | | | NAVIGATION LAMPS..... | |
| | | | | | | | | | | | DONKEY BOILERS..... | |
| | | | | | | | | | | | PUMPING INSTALLATIONS..... | |
| M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | CHART ROOM..... | |
| | | | | | | | | | | | RADIO ROOM..... | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | TOTAL, D = | |
| D1* | D2* | D3* | D4* | D5* | D6* | D7* | D8* | D9* | D10* | D11* | | |

E PUMPROOM SPACES IN SHIP CARRYING LIQUID CARGO IN BULK

G SPACES FOR KEEPING SAILS.

| | | | | | | | | | | | |
|------|------|------|------|-------------------------|--|------|------|------|------|-------------------------|--|
| 1) | 2) | 3) | 4) | SUMMARY OF PUMPROOMS | | 7) | 2) | 3) | 4) | SUMMARY OF SAIL ROOMS | |
| L | L | L | L | | | L | L | L | L | | |
| B | B | B | B | | | B | B | B | B | | |
| | | | | | | | | | | | |
| M.H. | M.H. | M.H. | M.H. | | | M.H. | M.H. | M.H. | M.H. | | |
| | | | | | | | | | | | |
| | | | | TOTAL, E = | | | | | | TOTAL, G = | |
| | | | | IF NECESSARY LIMITED TO | | | | | | IF NECESSARY LIMITED TO | |
| E1* | E2* | E3* | E4* | | | G1* | G2* | G3* | G4* | | |

F SPACES FOR KEEPING BOATSWAINS STORES

| | | | | | | | | |
|---|---|---|---|---|-----------|-----------|------------------------------|--|
| 1) | 2) | 3) | 4) | 5) | 6) | 7) | SUMMARY OF BOATSWAINS STORES | |
| LENGTH = | L | L | L | L | L | L | | |
| COMM. INT. } BTW. BTHS. } | COMM. INT. } BTW. BTHS. } | COMM. INT. } BTW. BTHS. } | COMM. INT. } BTW. BTHS. } | COMM. INT. } BTW. BTHS. } | B | B | | |
| Nº OF BTHS. MUL. TIPL. BTHS. PRODUCTS | BTHS. PRODUCTS | BTHS. PRODUCTS | BTHS. PRODUCTS | BTHS. PRODUCTS | | | | |
| 1 1 | | | | | M.H. | M.H. | | |
| 2 4 | | | | | | | | |
| 3 7 | | | | | | | | |
| SUM } 1/3 COMM. INT. } BTW. BTHS. } | SUM } 1/3 COMM. INT. } BTW. BTHS. } | SUM } 1/3 COMM. INT. } BTW. BTHS. } | SUM } 1/3 COMM. INT. } BTW. BTHS. } | SUM } 1/3 COMM. INT. } BTW. BTHS. } | F6* 8) | F7* 9) | | |
| | | | | | L | L | | |
| | | | | | B | B | | |
| M.H. | M.H. | M.H. | M.H. | M.H. | | | | |
| | | | | | M.H. | M.H. | | |
| | | | | | | | | |
| | | | | | | | TOTAL, F = | |
| | | | | | | | IF NECESSARY, LIMITED TO | |
| F1* | F2* | F3* | F4* | F5* | F6* | F9* | | |

WHAT IS THE INTENDED SERVICE OF THE SHIP? _____

IS THE SHIP INTENDED FOR CARRYING PAYING PASSENGERS? _____

HAS THE SHIP MORE THAN ONE SPARE ROOM? _____

IF ONE SPARE ROOM ONLY, HOW MANY BERTHS INCLUDING SOFA BERTHS? _____

DO MASTER'S AND CREW SPACES CONFORM WITH THE NATIONAL REGULATIONS AS TO THE ACCOMMODATION OF MASTER AND CREW? _____

MEASURED ON THE _____

SIGNATURE OF SURVEYOR _____

B CREW SPACES (CONTINUED)

| | | | | | | | | | | SUMMARY OF CREW SPACES | | | | | | | | | | | | | |
|---------------------------|--|--|--|--|--|--|--|--|--|----------------------------|------|------|------|------|------|------|------|------|------|---|--|------------------------|--|
| | | | | | | | | | | SUMMARY OF PROVISION ROOMS | | | | | | | | | | | | | |
| LENGTH= | | | | | | | | | | L | L | L | L | L | L | L | L | L | L | 1 ST OFFICER | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | B | B | B | B | B | B | B | B | B | B | 1 ST OFFICER'S OFFICE OR LIVING ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | 2 ND OFFICER | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | 3 RD OFFICER | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | 4 TH " | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | 5 TH " | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | OFFICERS WARDROBES | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " MESSROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " SMOKE ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " PANTRY | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " BATHROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " W.C. | | | |
| SUM = | | | | | | | | | | X1 | Y1 | Z1 | X2 | Y2 | Z2 | X3 | Y3 | Z3 | X4 | 1 ST ENGINEER | | | |
| 1/2 COMM. INT. BTW. BTHS. | | | | | | | | | | L | L | L | L | L | L | L | L | L | L | 1 ST ENGINEER'S OFFICE OR LIVING ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | B | B | B | B | B | B | B | B | B | B | 2 ND ENGINEER | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | 3 RD " | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | 4 TH " | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | 5 TH " | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | M.H. | ENGINEERS WARDROBES | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " MESSROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " SMOKE ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " PANTRY | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " BATH ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " W.C. | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " ASSISTANTS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | ELECTRICIANS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | STEWARDS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | COOKS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | MESSBOYS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | CARPENTER | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | BOATSWAIN | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | PUMPMAN | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | DONKEYMAN | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | PETTY OFFICERS WARDROBES | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " MESSROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " BATH ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " W.C.'S | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | SAILORS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " WARDROBES | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " MESSROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " WASHING ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " W.C.'S | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | MOTORMEN | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | FIREMEN | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " WARDROBES | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " MESSROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " WASHING ROOM | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | " W.C.'S | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | GREASERS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | HOSPITALS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | RADIO OPERATOR | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | GALLEY | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | APPRENTICES | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | PASSAGEWAYS | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | TOTAL B | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | SUMMARY OF ALL DEDUCTIBLE SPACES EXCEPT PROPELLING MACHINERY SPACES | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | X2 | Y2 | Z2 | X3 | Y3 | Z3 | X4 | Y4 | Z4 | X5 | I MASTERS AND CREW SPACES | | MASTER'S SPACES A | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | II SPACES FOR NAVIGATION AND WORKING OF THE SHIP | | CREW SPACES B | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | | | PROVISION ROOMS C | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | | | NAVIGATION SPACES D | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | | | PUMPROOM SPACES E | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | | | BOATSWAIN'S STORE SP F | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | | | SPACES FOR SAILS G | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | | | WATER-BALLAST SP H | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | TOTAL, C | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | IF NECESSARY LIMITED TO | | | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | C9 | C10 | TOTAL | | | |

H. WATERBALLAST SPACES COMPLYING WITH THE REGULATIONS

| 1) FORE PEAK TANK | | | | | | | | | | | | | | 2) AFTER PEAK TANK | | | | | | 3) COFFERDAM FORWARD | | | | | | 4) COFFERDAM AFT | | | | | | SUMMARY OF WATER-BALLAST SPACES | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---------------------------------|--|
| DISTANCE, FORWARD OR AFT FROM CORRECT POSITION OF N° _____ SECTION IN PART N° _____ TO TANK - BULKHEAD = _____ | | | | | | | | | | | | | | DISTANCE FORWARD OR AFT, FROM CORRECT POSITION OF N° _____ SECTION IN PART N° _____ TO TANK BULKHEAD = _____ | | | | | | DISTANCE FORWARD OR AFT, FROM CORRECT POSITION OF N° _____ SECTION IN PART N° _____ TO FOREMOST BULKHEAD = _____ | | | | | | DISTANCE FORWARD OR AFT, FROM CORRECT POSITION OF N° _____ SECTION IN PART N° _____ TO FOREMOST BULKHEAD = _____ | | | | | | FORE PEAK _____ | |
| L = _____ ÷ 2 = _____ COMM. INT. BETW. SECT. | | | | | | | | | | | | | | L = _____ ÷ 2 = _____ COMM. INT. BETW. SECT. | | | | | | LENGTH = _____ | | | | | | LENGTH = _____ | | | | | | AFTER PEAK _____ | |
| N° OF SECT. | | | | | | | | | | | | | | N° OF SECT. | | | | | | LENGTH = | | | | | | LENGTH = | | | | | | COFFERDAM FORW. | |
| DEPTHS. | | | | | | | | | | | | | | DEPTHS. | | | | | | | | | | | | | | | | | | COFFERDAM FORW. | |
| COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | |
| N° OF MUL. BTHS. BTW. TIPL. | | | | | | | | | | | | | | N° OF MUL. BTHS. BTW. TIPL. | | | | | | | | | | | | | | | | | | | |
| BTHS. PRODUCTS | | | | | | | | | | | | | | BTHS. PRODUCTS | | | | | | | | | | | | | | | | | | | |
| 1 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUM OF PRODUCTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 COMM. INT. BTW. BTHS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AREAS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° 1 AREA = | | | | | | | | | | | | | | N° 1 AREA = | | | | | | | | | | | | | | | | | | | |
| N° 2 AREA x 4 = | | | | | | | | | | | | | | N° 2 AREA x 4 = | | | | | | | | | | | | | | | | | | | |
| N° 3 AREA = | | | | | | | | | | | | | | N° 3 AREA = | | | | | | | | | | | | | | | | | | | |
| SUM = | | | | | | | | | | | | | | SUM = | | | | | | | | | | | | | | | | | | | |
| x | | | | | | | | | | | | | | x | | | | | | | | | | | | | | | | | | | |
| 1/3 COMM. INT. BETW. SECT. | | | | | | | | | | | | | | 1/3 COMM. INT. BETW. SECT. | | | | | | | | | | | | | | | | | | TOTAL H | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | IF NECESSARY } LIMITED TO | |

DIMENSIONS AND CUBIC CAPACITY OF OTHER DEDUCTIBLE WATERBALLAST SPACES.

| | | |
|-------------|-----------------|---|
| NATIONALITY | SCREW OR PADDLE | NAME AND ADDRESS OF BUILDERS OF ENGINES AND BOILERS |
|-------------|-----------------|---|

| | |
|--|---|
| DETERMINATION OF THE DEDUCTION FOR PROPELLING MACHINERY SPACES WHEN THE CUBIC CAPACITY OF THE SPACE USED AS BASIS USED IS ABOVE 13 P. CENT (WHEN SCREW) 20 P. CENT (WHEN PADDLE) AND UNDER 20 P. CENT (WHEN SCREW) 30 P. CENT (WHEN PADDLE) OF THE SHIP'S GROSS TONNAGE. | DETERMINATION OF THE DEDUCTION FOR PROPELLING MACHINERY SPACES WHEN THE CUBIC CAPACITY OF THE SPACE USED AS BASIS USED IS 13 P. CENT (WHEN SCREW) 20 P. CENT (WHEN PADDLE) OR LESS; OR 20 P. CENT (WHEN SCREW) 30 P. CENT (WHEN PADDLE) OR MORE, OF THE SHIP'S GROSS TONNAGE. |
|--|---|

| | |
|--|---|
| GROSS TONNAGE = _____ 13 P. CENT (WHEN SCREW) 20 P. CENT (WHEN PADDLE) OF GROSS TONNAGE = _____ 20 P. CENT (WHEN SCREW) 30 P. CENT (WHEN PADDLE) OF GROSS TONNAGE = _____ CUBIC CAPACITY OF THE SPACE USED AS BASIS (SEE OVERLEAF) = _____ DEDUCTION FOR PROPELLING MACHINERY SPACES = _____ IF NECESSARY LIMITED TO 55 PER CENT OF _____ | GROSS TONNAGE = _____ 13 P. CENT (WHEN SCREW) 20 P. CENT (WHEN PADDLE) OF GROSS TONNAGE = _____ 20 P. CENT (WHEN SCREW) 30 P. CENT (WHEN PADDLE) OF GROSS TONNAGE = _____ CUBIC CAPACITY OF THE SPACE USED AS BASIS (SEE OVERLEAF) = _____ 75 P. CENT (WHEN SCREW) 50 P. CENT (WHEN PADDLE) OF THE CUBIC CAPACITY STATED ABOVE = _____ DEDUCTION FOR PROPELLING MACHINERY SPACES = _____ IF NECESSARY LIMITED TO 55 PER CENT OF _____ |
|--|---|

ACTUAL MACHINERY SPACE (SPACES BELOW THE TOP OF THE MAIN SPACE, SHAFT TUNNELS IN SCREW SHIPS AND ESCAPE TRUNKS AND SPACES ABOVE THE TOP OF THE MAIN SPACE, SITUATED WITHIN 'TWEEN DECK SPACES WHICH ARE INCLUDED IN THE GROSS TONNAGE (CONTINUATION FROM OVERLEAF)

| a1) | b1) | c1) | d1) | e1) | f1) | g1) | h1) | i1) | j1) |
|---|---|---|---|---|---|---|---|---|---|
| B1 } L= B2 } x B3 } B4 } M.B.= B5 } B6 } B7 } | R1 } L= B2 } x B3 } B4 } M.B.= B5 } B6 } B7 } | B1 } L= B2 } x B3 } B4 } M.B.= B5 } B6 } B7 } | B1 } L= B2 } M.B.= B3 } H1 } x H2 } M.H.= H3 } | B1 } L= B2 } M.B.= B3 } H1 } x H2 } M.H.= H3 } | B1 } L= B2 } M.B.= B3 } H1 } x H2 } M.H.= H3 } | B1 } L= B2 } M.B.= B3 } H1 } x H2 } M.H.= H3 } | B1 } L= B2 } M.B.= B3 } H1 } x H2 } M.H.= H3 } | B1 } L= B2 } M.B.= B3 } H1 } x H2 } M.H.= H3 } | B1 } L= B2 } M.B.= B3 } H1 } x H2 } M.H.= H3 } |
| D1 } x D2 } D3 } M.D.= D4 } D5 } D6 } D7 } | D1 } x D2 } D3 } M.D.= D4 } D5 } D6 } D7 } | D1 } x D2 } D3 } M.D.= D4 } D5 } D6 } D7 } | d1= k1) | e1= l1) | f1= m1) | g1= n1) | h1= o1) | i1= p1) | j1= q1) |
| SUMMARY OF ACTUAL MACHINERY SPACES | | | | | | | | | |
| RES. TONS OR CUBIC METRES | | | | | | | | | |

SPACES ON OR ABOVE THE ^{UPPER} UPPERMOST DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES

| 1) | 2) | 3) | 4) | 5) | 6) | 7) | 8) | 9) |
|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. |
| 10) | 11) | 12) | 13) | 14) | 15) | 16) | 17) | 18) |
| L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. |
| 19) | 20) | 21) | 22) | 23) | 24) | 25) | 26) | 27) |
| L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. | L. B. M.H. |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| SUM = | | | | | | | | |

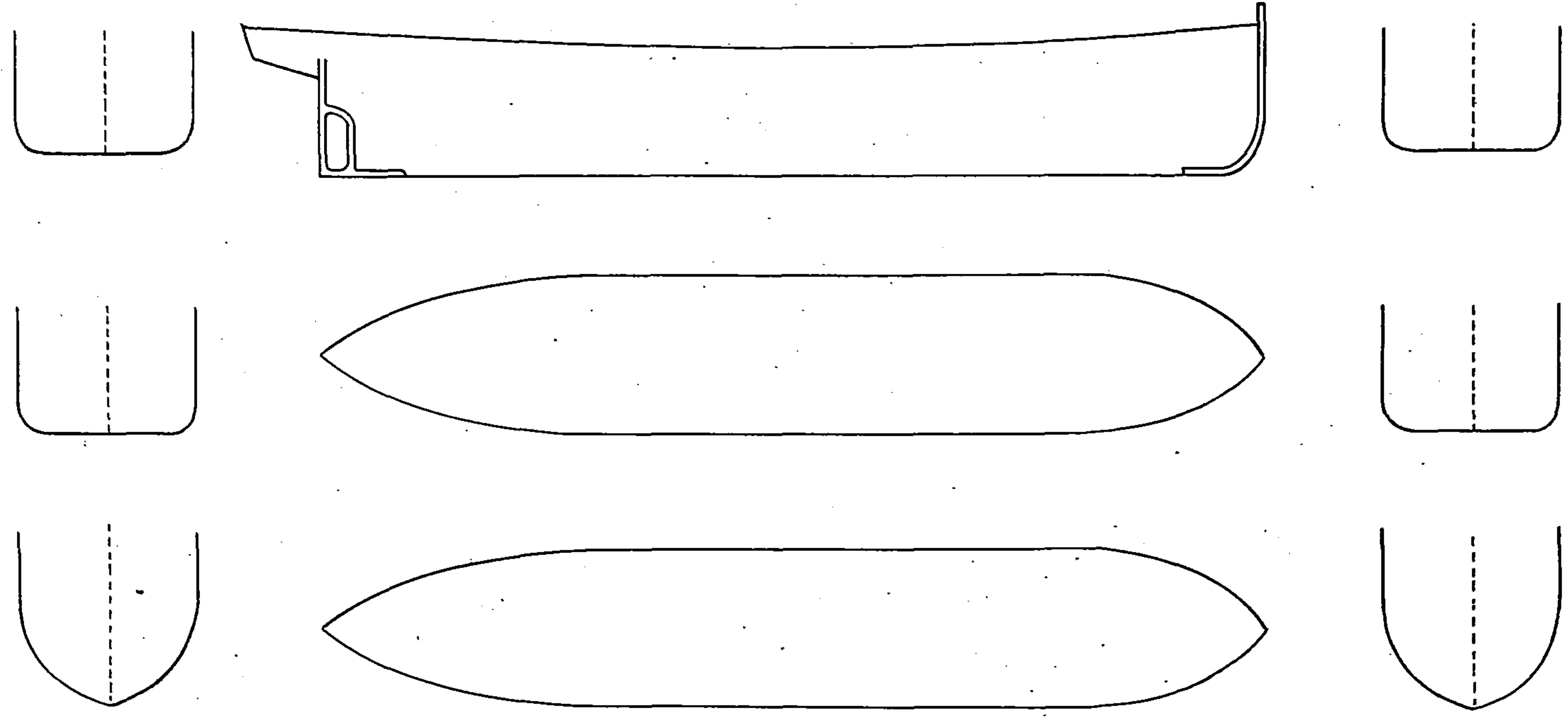
- 1 IS THE SHIP A FISHING OR HUNTING SHIP, A TUG, AN ICE BREAKER, A YACHT? STATE THE INTENDED SERVICE.
- 2 WHERE ARE THE DONKEY-BOILERS SITUATED?
- 3 WHAT ARE THE FUNCTIONS OF THE DONKEY-BOILERS? (STATE FULLY)
- 4 DO THE SPACES (LIGHT AND AIR CASINGS ETC. ABOVE THE ^{UPPER} UPPERMOST DECK FULFIL THE CONDITIONS NECESSARY FOR BEING REGARDED AS PART OF THE PROPELLING MACH. SPACES.
- 5 HAS IT BEEN NECESSARY IN ACCORDANCE WITH THE REGULATIONS TO RESTRICT THE LENGTH OF THE MACHINERY SPACE?
- 6 IN THE CASE OF A MOTOR SHIP, WHERE IS THE SILENCER SITUATED?
- 7 ARE THE DEPTHS MEASURED TO TOP OF BOTTOM CEILING OR TO TOP OF DOUBLE BOTTOM OR TOP OF FLOORS?
- 8 ARE THE BREADTHS MEASURED TO SIDE CEILING OR TO FRAMES?

ACTUAL MACHINERY SPACE (SPACES BELOW THE TOP OF THE MAIN SPACE, SHAFT TUNNELS OR TRUNKS IN SCREW SHIPS AND ESCAPE TRUNKS AND SPACES BETWEEN THE MAIN SPACE AND THE UPPER DECK.

| a) | b) | c) | d) | e) | f) | g) | h) | i) | j) |
|---|---|---|-------------------------------|-------------------------------|-------------------------------|-------------------------------|---|-------------------------------|-------------------------------|
| B1 } L= B2 } B3 } M.B.= B4 } B5 } B6 } B7 } | B1 } L= B2 } B3 } M.B.= B4 } B5 } B6 } B7 } | B1 } L= B2 } B3 } M.B.= B4 } B5 } B6 } B7 } | B1 } L= B2 } M.B.= B3 } | B1 } L= B2 } M.B.= B3 } | B1 } L= B2 } M.B.= B3 } | B1 } L= B2 } M.B.= B3 } | B1 } L= B2 } M.B.= B3 } | B1 } L= B2 } M.B.= B3 } | B1 } L= B2 } M.B.= B3 } |
| | | | H1 } H2 } M.H.= H3 } | H1 } H2 } M.H.= H3 } | H1 } H2 } M.H.= H3 } | H1 } H2 } M.H.= H3 } | H1 } H2 } M.H.= H3 } | H1 } H2 } M.H.= H3 } | H1 } H2 } M.H.= H3 } |
| D1 } D2 } M.D.= D3 } D4 } D5 } D6 } D7 } | D1 } D2 } M.D.= D3 } D4 } D5 } D6 } D7 } | D1 } D2 } M.D.= D3 } D4 } D5 } D6 } D7 } | d= e) | e= f) | f= g) | g= h) | h= i) | i= j) | |
| | | | L= B= | L= B= | L= B= | L= B= | SUMMARY OF ACTUAL MACHINERY SPACES | | |
| | | | M.H.= | M.H.= | M.H.= | M.H.= | BROUGHT FORWARD | | |
| | | | | | | | RES. TMS OR CUBIC METRES | | |
| a= b) | b= c) | c= d) | d= e) | e= f) | f= g) | g= h) | SUM (ACTUAL MACHINERY SPACE) | | |
| L= B= | L= B= | L= B= | L= B= | L= B= | L= B= | L= B= | + IF REQUIRED, SPACES ON OR ABOVE THE UPPERMOST DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES. | | |
| | | | | | | | TOTAL | | |

ON THE SKETCHES BELOW SHOULD BE SHOWN THE ACTUAL MACHINERY SPACES, SPACES ON OR ABOVE THE UPPER X) DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES, FUEL SPACES ETC.

SUM (ACTUAL MACHINERY SPACE)
+ IF REQUIRED, SPACES ON OR ABOVE THE UPPERMOST DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES.
TOTAL



WHEN BUILDERS PLANS ARE AVAILABLE THE USE OF THESE SKETCHES WILL DEPEND ON THE NATIONAL REGULATIONS IN EACH COUNTRY.

MEASURED ON THE
(SIGNATURE OF SURVEYOR)

* STRIKE OUT WHAT DOES NOT APPLY.

IN THE TONNAGE CERTIFICATE FOR _____ ARE STATED THE FOLLOWING PARTICULARS REGARDING OPEN SPACES: _____

DIMENSIONS AND NET CUBIC CAPACITY OF OPEN SPACES NOT INCLUDED IN THE GROSS TONNAGE

| | REGISTER TONS | CUBIC METRES | | REGISTER TONS | CUBIC METRES |
|--------------------------|---------------|--------------|---------------------|---------------|--------------|
| SHELTERDECK SPACE: _____ | | | POOP: _____ | | |
| LESS _____ | | | LESS _____ | | |
| | | | | | |
| | | | | | |
| FORECASTLE: _____ | | | POOP: _____ | | |
| LESS _____ | | | LESS _____ | | |
| | | | | | |
| | | | | | |
| FORECASTLE: _____ | | | DECKHOUSE ON: _____ | | |
| LESS _____ | | | LESS _____ | | |
| | | | | | |
| | | | | | |
| BRIDGE SPACE: _____ | | | DECKHOUSE ON: _____ | | |
| LESS _____ | | | LESS _____ | | |
| | | | | | |
| | | | | | |
| BRIDGE SPACE: _____ | | | SIDEHOUSE ON: _____ | | |
| LESS _____ | | | LESS _____ | | |
| | | | | | |
| | | | | | |

PARTICULARS REGARDING OPEN SPACES:

DECK OPENINGS ARE CLOSED BY _____

HEIGHT OF COAMING OF DECK OPENING _____ CLEAR LENGTH OF DECK OPENING _____

CLEAR BREADTH OF DECK OPENING _____ IS THE DECK OPENING SITUATED IN THE CENTRE OF THE DECK? _____

ARE STANCHIONS OR SOCKETS RIVETED TO THE UPPER EDGE OF COAMINGS? _____

DISTANCE FROM THE ^{AFT SIDE (AFTER COAMING)} / _{FORE SIDE (FORE COAMING)} OF DECK OPENING TO THE ^{AFT SIDE OF STERN POST} / _{FORE SIDE OF STEM} = _____ FEET (METRES)

ARE SIDE OPENINGS FITTED WITH MEANS OF CLOSING? _____ CLEAR HEIGHT OF SIDE OPENINGS _____

CLEAR LENGTH OF SIDE OPENINGS _____ ARE SIDE OPENINGS SITUATED IN CORRESPONDING POSITIONS ON BOTH SIDES _____

BULKHEAD OPENINGS ARE CLOSED BY _____ ARE CHANNEL BARS RIVETED TO THE BULKHEADS? _____

MEASURED ON THE _____

SIGNATURE OF SURVEYOR _____

SKETCHES

WHERE MEASURED _____

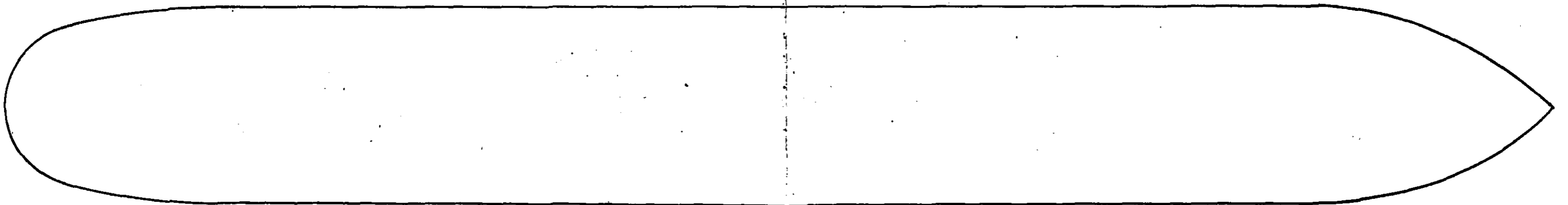
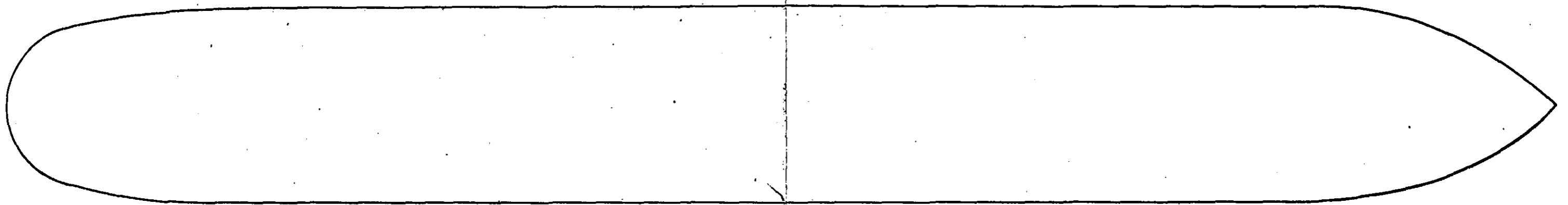
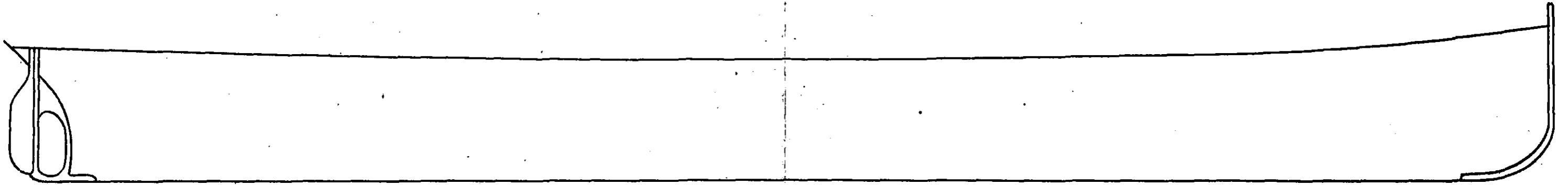
SKETCHES INTENDED FOR SHOWING SUPERSTRUCTURES (CLOSED OR OPEN), HATCHWAYS, CLOSED SPACES EXEMPTED FROM INCLUSION IN GROSS TONNAGE, DOUBLE BOTTOM TANKS. THEY CAN ALSO BE USED FOR DEDUCTIBLE SPACES. STATE IN THE SKETCHES NUMBERS AND LETTERS CORRESPONDING TO NUMBERS AND LETTERS IN THE FORMULA OF MEASUREMENT.

APPENDIX

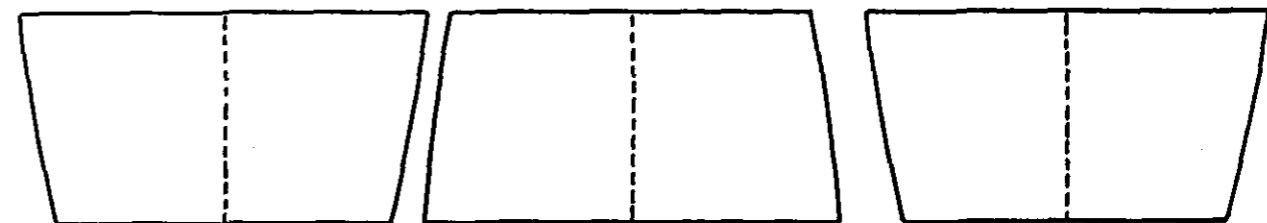
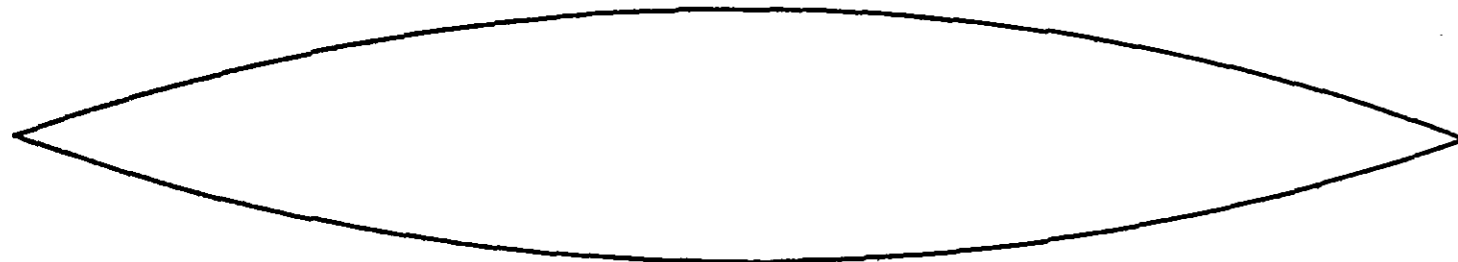
1E

NAME OF SHIP _____

WHEN BUILDERS PLANS ARE AVAILABLE THE USE OF THE FRONT SIDE OF THIS APPENDIX WILL DEPEND ON THE NATIONAL REGULATIONS IN EACH COUNTRY.



SKETCH OF DOUBLE BOTTOM TANKS:

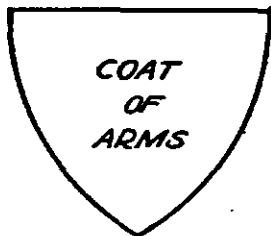


INDICATE IN THE SKETCHES OF BULKHEADS TONNAGE OPENINGS COAMINGS ETC. AND THEIR DIMENSIONS.

SEE OVERLEAF

INTERNATIONAL TONNAGE CERTIFICATE ACCORDING TO RULE I

APPENDIX
2



NAME OF STATE

NAME OF SHIP:

| DESCRIPTION OF SHIP | NATIONALITY | PORT OF REGISTRY | OFFICIAL NUMBER AND/OR SIGNAL LETTERS | PROPELLED BY MACHINERY OR BY SAILS |
|---------------------|-------------|------------------|---------------------------------------|------------------------------------|
| | | | | |

| DATE OF LAUNCHING | WHERE BUILT | NAME AND ADDRESS OF BUILDERS | NAME AND ADDRESS OF OWNERS |
|-------------------|-------------|------------------------------|----------------------------|
| | | | |

| | | |
|-----------------------|----------------------------|---|
| NUMBER OF DECKS _____ | DESCRIPTION OF BOW _____ | NUMBER OF SCREWS/PADDLES _____ |
| NUMBER OF MASTS _____ | DESCRIPTION OF STERN _____ | DESCRIPTION OF PROPELLING MACHINERY _____ |
| RIGGED _____ | MATERIAL _____ | NUMBER OF FUNNELS _____ |

| IDENTIFICATION DIMENSIONS | FEET | METRES |
|--|------|--------|
| LENGTH, FROM THE FORE SIDE OF THE UPPERMOST END OF THE STEM TO THE AFT SIDE OF THE UPPERMOST END OF THE STERN POST | ? | ? |
| BREADTH, EXTREME OUTSIDE | ? | ? |
| DEPTH, IN THE MIDDLE PLANE AT HALF LENGTH, FROM THE UNDER SIDE OF THE TONNAGE DECK TO THE UPSIDE OF THE OUTER BOTTOM PLATING OR PLANKING | ? | ? |

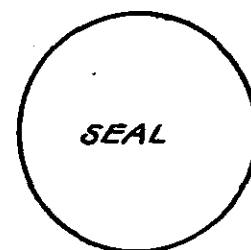
| GROSS TONNAGE | | | DEDUCTIONS | | |
|---|---------------|--------------|--|----------------------|---------------------|
| | REGISTER TONS | CUBIC METRES | | REGISTER TONS | CUBIC METRES |
| SPACE BELOW TONNAGE DECK | ? | ? | GROSS TONNAGE | ? | ? |
| TWEEN DECK SPACE | ? | ? | | | |
| FORECASTLE | ? | ? | MASTER'S AND CREW SPACES | REGISTER TONS | CUBIC METRES |
| BRIDGE SPACE | ? | ? | | | |
| BREAK | ? | ? | | | |
| POOP | ? | ? | | | |
| TRUNK SPACE | ? | ? | | | |
| DECKHOUSES ON | ? | ? | | | |
| SIDEHOUSES ON | ? | ? | | | |
| SPACES ABOVE THE UPPER DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES | ? | ? | | | |
| | ? | ? | | | |
| | ? | ? | | | |
| EXCESS OF HATCHWAYS | ? | ? | SPACES FOR NAVIG. AND FOR WORKING OF THE SHIP | REGISTER TONS | CUBIC METRES |
| | ? | ? | | | |
| | ? | ? | | | |
| GROSS TONNAGE | ? | ? | NAVIGATION SPACES | ? | ? |
| | | | PUMPROOM SPACES | ? | ? |
| | | | BOATSWAIN STORE SR | ? | ? |
| | | | SPACES FOR SAILS | ? | ? |
| | | | WATER BALLAST SR | ? | ? |
| | | | REMAINDER = NET TONNAGE IF SHIP SOLELY PROPELLED BY SAILS | ? | ? |
| | | | DEDUCTION FOR PROPELLING MACHINERY SPACES (IF NECESSARY LIMITED TO 55% OF THE REMAINDER) | ? | ? |
| | | | NET TONNAGE, IF SHIP PROPELLED BY MACHINERY | ? | ? |

THIS IS TO CERTIFY THAT THE ABOVE NAMED SHIP AS BEEN MEASURED IN ACCORDANCE WITH THE INTERNATIONAL REGULATIONS FOR TONNAGE MEASUREMENT OF SHIPS AND THAT HER TONNAGE UNDER RULE I OF THE SAID REGULATIONS IS AS STATED IN THIS TONNAGE CERTIFICATE.

(PLACE), ON THE _____ DAY OF _____, 19____

(SIGNATURE)

(OFFICIAL POSITION) _____



DIMENSIONS AND NET CUBIC CAPACITY OF OPEN SPACES NOT INCLUDED IN THE GROSS TONNAGE

| | <i>REGISTER TONS</i> | <i>CUBIC METRES</i> |
|-------------------------|----------------------|---------------------|
| <i>FILTERDECKSPACE:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>RECASTLE:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>RECASTLE:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>WIDGESPACE:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>WIDGESPACE:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>OP:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>OP:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>CKHOUSE ON:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>CKHOUSE ON:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>CKHOUSE ON:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |
| <i>CKHOUSE ON:</i> | | |
| <i>SS</i> | | |
| <i>NET</i> | | |

CUBIC CAPACITY OF CLOSED SPACES EXEMPTED FROM INCLUSION IN GROSS TONNAGE UNDER ARTICLE 57

| | REGISTER TONS | CUBIC MET. |
|-------------------------------|---------------|------------|
| <i>IN SHELTERDECK</i> _____ | | |
| _____ | | |
| <i>IN FORECASTLE:</i> _____ | | |
| _____ | | |
| <i>IN FORECASTLE:</i> _____ | | |
| _____ | | |
| <i>IN BRIDGEHOUSE:</i> _____ | | |
| _____ | | |
| <i>IN BRIDGEHOUSE:</i> _____ | | |
| _____ | | |
| <i>IN POOP:</i> _____ | | |
| _____ | | |
| <i>IN POOP:</i> _____ | | |
| _____ | | |
| <i>IN TRUNK:</i> _____ | | |
| _____ | | |
| <i>IN DECKHOUSE ON:</i> _____ | | |
| _____ | | |
| <i>IN DECKHOUSE ON:</i> _____ | | |
| _____ | | |
| <i>IN DECKHOUSE ON:</i> _____ | | |
| _____ | | |
| <i>IN SIDEHOUSE ON:</i> _____ | | |
| _____ | | |

THE CUBIC CAPACITY OF PROPELLING MACHINERY SPACES UPON WHICH THE PROPELLING POWER ALLOWANCE IS BASED AND WHICH HAS THEREFORE BEEN INCLUDED IN THE GROSS TONNAGE - _____ REGISTER TONS CORRESPONDING TO _____ CUBIC METRES

CUBIC CAPACITY OF DOUBLE BOTTOM SPACES NOT INCLUDED IN THE GROSS TONNAGE AND AVAILABLE FOR CARRYING WATER BALLAST, STORES (E.G. FEED WATER OR DRINKING WATER, OIL OR CARGO. NUMBERS FROM FORE TO AFT: NOS _____ ARE SUBDIVIDED BY LONGITUDINAL ^{WATERTIGHT}/_{OIL-TIGHT} (1) BULKHEAD IN THE MIDDLE PLANE OF THE SHIP, AND NOS _____ ARE ALSO (2) SUBDIVIDED BY LONGITUDINAL ^{WATERTIGHT}/_{OIL-TIGHT} (1) BULKHEADS AS INDICATED HERE

THE CUBIC CAPACITY OF SPACES ON OR ABOVE THE UPPERDECK CAPABLE OF BEING REGARDED AS PART OF THE PROPELLING MACHINERY SPACES BUT NOT INCLUDED IN THE GROSS TONNAGE - _____ REGISTER TONS, CORRESPONDING TO: _____ CUBIC METRES.

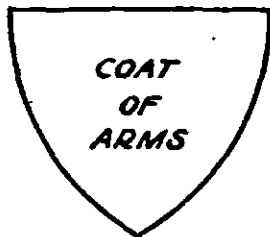
| | REGISTER TONS | CUBIC MET. |
|--------------|---------------|------------|
| | | |
| TOTAL | | |

1. STRIKE OUT WHAT DOES NOT APPLY.
2. STRIKE OUT, ALSO, IF NECESSARY:

*STATEMENTS MADE BY COMPETENT AUTHORITIES WITH REGARD TO
CHANGES OF SHIP'S NAME, PORT OF REGISTRY, OWNERS, ETC.*

INTERNATIONAL TONNAGE CERTIFICATE ACCORDING TO RULE II

APPENDIX
3



NAME OF STATE

NAME OF SHIP:

| DESCRIPTION OF SHIP | NATIONALITY | PORT OF REGISTRY | OFFICIAL NUMBER AND/OR SIGNAL LETTERS | PROPELLED BY MACHINERY OR BY SAILS |
|---------------------|-------------|------------------|---------------------------------------|------------------------------------|
| | | | | |

| DATE OF LAUNCHING | WHERE BUILT | NAME AND ADDRESS OF BUILDERS | NAME AND ADDRESS OF OWNERS |
|-------------------|-------------|------------------------------|----------------------------|
| | | | |

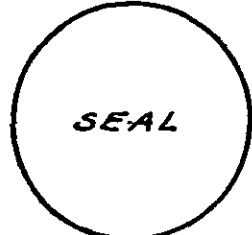
| | | |
|-----------------------|----------------------------|---|
| NUMBER OF DECKS _____ | DESCRIPTION OF BOW _____ | NUMBER OF SCREWS PADDLES _____ |
| NUMBER OF MASTS _____ | DESCRIPTION OF STERN _____ | DESCRIPTION OF PROPELLING MACHINERY _____ |
| RIGGED _____ | MATERIAL _____ | NUMBER OF FUNNELS _____ |

| IDENTIFICATION DIMENSIONS | FEET | METRES |
|---|------|--------|
| LENGTH, ON THE UPPERMOST DECK FROM THE AFT SIDE OF THE STEM TO THE AFT SIDE OF THE STERN POST | | |
| BREADTH, EXTREME OUTSIDE | | |
| GIRTH | | |

| GROSS TONNAGE | | | DEDUCTIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------|--------------|--|--|--------------|---------------|--------------|-----------------|--|--|-------------|--|--|-----------------|--|--|-------------------|--|--|-----------------|--|--|---------------------|--|--|------------------|--|--|-------------------|--|--|--|--|
| | REGISTER TONS | CUBIC METRES | | REGISTER TONS | CUBIC METRES | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPACE BELOW UPPERMOST DECK | | | GROSS TONNAGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| " | | | MASTER'S AND CREW SPACES SPACES FOR NAVIG. AND FOR WORKING OF THE SHIP | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;"></th> <th style="width: 10%;">REGISTER TONS</th> <th style="width: 10%;">CUBIC METRES</th> </tr> </thead> <tbody> <tr><td>MASTER'S SPACES</td><td> </td><td> </td></tr> <tr><td>CREW SPACES</td><td> </td><td> </td></tr> <tr><td>PROVISION ROOMS</td><td> </td><td> </td></tr> <tr><td>NAVIGATION SPACES</td><td> </td><td> </td></tr> <tr><td>PUMPROOM SPACES</td><td> </td><td> </td></tr> <tr><td>BOATSWAIN STORE SP.</td><td> </td><td> </td></tr> <tr><td>SPACES FOR SAILS</td><td> </td><td> </td></tr> <tr><td>WATER BALLAST SP.</td><td> </td><td> </td></tr> </tbody> </table> | | REGISTER TONS | CUBIC METRES | MASTER'S SPACES | | | CREW SPACES | | | PROVISION ROOMS | | | NAVIGATION SPACES | | | PUMPROOM SPACES | | | BOATSWAIN STORE SP. | | | SPACES FOR SAILS | | | WATER BALLAST SP. | | | | |
| | REGISTER TONS | CUBIC METRES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MASTER'S SPACES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CREW SPACES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROVISION ROOMS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAVIGATION SPACES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PUMPROOM SPACES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BOATSWAIN STORE SP. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPACES FOR SAILS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WATER BALLAST SP. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGE SPACE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TRUNK SPACE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DECKHOUSES ON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| SIDEHOUSES ON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPACES ON UPPERMOST DECK REGARDED AS PART OF THE PROPELLING MACHINERY SPACES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| EXCESS OF HATCHWAYS | | | REMAINDER = NET TONNAGE IF SHIP SOLELY PROPELLED BY SAILS. DEDUCTION FOR PROPELLING MACHINERY SPACES (IF NECESSARY LIMITED TO 55% OF THE REMAINDER) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GROSS TONNAGE | | | NET TONNAGE IF SHIP PROPELLED BY MACHINERY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

THIS IS TO CERTIFY THAT THE ABOVE-NAMED SHIP HAS BEEN MEASURED IN ACCORDANCE WITH THE INTERNATIONAL REGULATIONS FOR TONNAGE MEASUREMENT OF SHIPS AND THAT HER TONNAGE UNDER RULE II OF THE SAID REGULATIONS IS AS STATED IN THIS TONNAGE CERTIFICATE.

(PLACE), ON THE _____ DAY OF _____, 19____
(SIGNATURE)
(OFFICIAL POSITION) _____



DIMENSIONS AND NET CUBIC CAPACITY OF OPEN SPACES NOT INCLUDED IN THE GROSS TONNAGE

| | <i>REGISTER TONS</i> | <i>CUBIC METRES</i> |
|----------------------------|----------------------|---------------------|
| <i>FORECASTLE:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>FORECASTLE:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>BRIDGE SPACE:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>BRIDGE SPACE:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>POOP:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>POOP:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>DECKHOUSE ON:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>DECKHOUSE ON:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>DECKHOUSE ON:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |
| <i>SIDEHOUSE ON:</i> _____ | | |
| <i>LESS</i> _____ | | |
| _____ | | |

THE CUBIC CAPACITY OF PROPELLING MACHINERY SPACES USED AS BASIS FOR THE DETERMINATION OF THE PROPELLING POWER ALLOWANCE AND THEREFORE INCLUDED IN THE GROSS TONNAGE - _____ REGISTER TONS, CORRESPONDING TO _____ CUBIC METRES.

THE CUBIC CAPACITY OF SPACES ON OR ABOVE THE UPPERMOST DECK CAPABLE OF BEING REGARDED AS PART OF THE PROPELLING MACHINERY SPACES BUT NOT INCLUDED IN THE GROSS TONNAGE - _____ REGISTER TONS, CORRESPONDING TO _____ CUBIC METRES.

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Genève, le 24 octobre 1931.

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(Genève, 12 au 24 octobre 1931)

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LEAGUE OF NATIONS

**FOURTH GENERAL CONFERENCE ON COMMUNICATIONS
AND TRANSIT**
(Geneva, October 12th to 24th, 1931)

**OFFICIAL INSTRUMENTS APPROVED
BY THE CONFERENCE**

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ACTE FINAL

Les Gouvernements de l'UNION SUD-AFRICAINE, de l'ALBANIE, de l'ALLEMAGNE, de la RÉPUBLIQUE ARGENTINE, de l'AUTRICHE, de la BELGIQUE, de la GRANDE-BRETAGNE et de l'IRLANDE DU NORD, de la BULGARIE, du CAÑADA, du CHILI, de la CHINE, de la COLOMBIE, de CUBA, de la VILLE LIBRE DE DANTZIG, de l'EGYPTE, de l'ESPAGNE, de l'ESTONIE, des ETATS-UNIS D'AMÉRIQUE, de la FINLANDE, de la FRANCE, de la GRÈCE, de la HONGRIE, de l'INDE, de l'ÉTAT LIBRE D'IRLANDE, de l'ITALIE, du JAPON, de la LETTONIE, de la LITHUANIE, du LUXEMBOURG, du MEXIQUE, de la NORVÈGE, des PAYS-BAS, du PÉROU, de la POLOGNE, du PORTUGAL, de la ROUMANIE, du SIAM, de la SUÈDE, de la SUISSE, de la TCHÉCOSLOVAQUIE, de la TURQUIE, de l'URUGUAY, de la YOUGOSLAVIE,

Ayant accepté l'invitation qui leur a été adressée en vertu de la résolution du Conseil de la Société des Nations en date du 19 janvier 1931, de participer à la quatrième Conférence générale des communications et du transit,

Ont, en conséquence, désigné comme délégués, conseillers techniques et secrétaires:

UNION SUD-AFRICAINE.

Délégué:

Major F. F. PIENAAR, D.T.D., O.B.E., Délégué permanent auprès de la Société des Nations.

ALBANIE.

Délégué:

M. Lec KURTI, Ministre Résident, Délégué permanent auprès de la Société des Nations.

ALLEMAGNE.

Délégués:

Son Excellence le D^r A. SEELIGER, Envoyé extraordinaire et Ministre plénipotentiaire.
Le D^r G. KAISENBERG, Conseiller ministériel.
Le D^r K. STEUERNAGEL, Directeur de la Compagnie des chemins de fer du Reich.

Expert:

Le D^r H. PLATZER, Directeur à l'Office de Statistique du Reich.

Secrétaire:

Le D^r F. V. HOLM, Secrétaire de Légation.

Interprète:

Fräulein VON WERNER.

RÉPUBLIQUE ARGENTINE.

Délégué:

Son Excellence le D^r Enrique RUIZ-GUINAZÚ, Ministre plénipotentiaire de la République Argentine en Suisse.

AUTRICHE.

Délégués:

Son Excellence M. Maximilien HOFFINGER, Envoyé extraordinaire et Ministre plénipotentiaire d'Autriche à Berne.
Son Excellence M. Emerich VON PFLÜGL, Représentant permanent de l'Autriche auprès de la Société des Nations.
M. Henri GRÜNEBAUM, Docteur en droit, Conseiller ministériel au Ministère fédéral du Commerce et des Communications.

FINAL ACT.

The Governments of UNION OF SOUTH AFRICA, ALBANIA, GERMANY, ARGENTINE REPUBLIC, AUSTRIA, BELGIUM, GREAT BRITAIN AND NORTHERN IRELAND, BULGARIA, CANADA, CHILE, CHINA, COLOMBIA, CUBA, FREE CITY OF DANZIG, EGYPT, SPAIN, ESTONIA, UNITED STATES OF AMERICA, FINLAND, FRANCE, GREECE, HUNGARY, INDIA, IRISH FREE STATE, ITALY, JAPAN, LATVIA, LITHUANIA, LUXEMBURG, MEXICO, NORWAY, NETHERLANDS, PERU, POLAND, PORTUGAL, ROUMANIA, SIAM, SWEDEN, SWITZERLAND, CZECHOSLOVAKIA, TURKEY, URUGUAY, YUGOSLAVIA,

having accepted the invitation addressed to them in virtue of the resolution of the Council of the League of Nations dated January 19th, 1931, to take part in the Fourth General Conference on Communications and Transit,

Have, accordingly, appointed as delegates, technical advisers and secretaries:

UNION OF SOUTH AFRICA.

Delegate:

Major F. F. PIENAAR, D.T.D., O.B.E., Permanent Representative accredited to the League of Nations.

ALBANIA.

Delegate:

M. Lec KURTI, Resident Minister, Permanent Delegate accredited to the League of Nations.

GERMANY.

Delegates:

His Excellency Dr. A. SEELIGER, Envoy Extraordinary and Minister Plenipotentiary.
Dr. G. KAISENBERG, Ministerial Councillor.
Dr. K. STEUERNAGEL, Director of the Railway Company of the Reich.

Expert:

Dr. H. PLATZER, Director at the Statistical Office of the Reich.

Secretary:

Dr. F. V. HOLM, Secretary of Legation.

Interpreter:

Fräulein VON WERNER.

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Delegate:

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Délégués:

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Délégué:

M. K. Y. Woo, Représentant des Administrations des chemins de fer du Gouvernement chinois de Peiping-Hankow-Peiping Liaoming et de Tien-Tsin-Pukow; Directeur du Bureau européen du Ministère des Chemins de fer du Gouvernement national de la République de Chine.

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Président de la Délégation :

M. G. SINIGALIA, Ancien Inspecteur supérieur et Conseiller d'Administration des chemins de fer du Royaume.

Délégué adjoint :

M. F. MARENA, Lieutenant-Général des Capitaineries de Port.

Experts :

Le D^r S. MALTESE, Inspecteur en Chef des chemins de fer de l'Etat.

M. J. BAGLI, Inspecteur supérieur au Ministère royal des Corporations.

Le D^r M. MOLFESE, Chef de l'Aviation civile.

M. E. MELLINI, Ingénieur, Inspecteur supérieur à l'Inspectorat général des chemins de fer, tramways et automobiles.

M. S. CACOPARDO, Chef de Section au Ministère de l'Aéronautique.

JAPON.

Délégué :

M. N. ITO, Directeur adjoint du Bureau du Japon à la Société des Nations.

Secrétaires :

M. Motoharu SHICHIDA, Secrétaire à l'Ambassade du Japon à Berlin.

M. Takeji KOBAYASHI, Secrétaire au Ministère des Communications.

M. Shintaro SATO, Secrétaire au Bureau du Japon à la Société des Nations.

LETTONIE.

Délégués :

Son Excellence M. J. FELDMANS, Ministre plénipotentiaire, Délégué permanent auprès de la Société des Nations.

M. P. REINHARDS, Ministre adjoint des Communications.

LITHUANIE.

Délégué :

M. DOBKEVICIUS, Conseiller technique et commercial de la Légation de Lithuanie en France.

LUXEMBOURG.

Délégué :

M. Charles VERMAIRE, Consul à Genève.

MEXIQUE.

Délégué :

M. S. MARTINEZ DE ALVA, Directeur du Bureau permanent auprès de la Société des Nations.

NORVÈGE.

Délégué :

M. H. BIRKELAND, Chargé d'Affaires de Norvège à Berne et Délégué permanent auprès de la Société des Nations.

PAYS-BAS.

Délégués :

M. F. L. SCHLINGEMANN, Ingénieur en Chef, Directeur du « Rijkswaterstaat ».

Le D^r E. MORESCO, Professeur, ancien Secrétaire général du Département des Colonies et ancien Vice-Président du Conseil des Indes néerlandaises.

M. J. F. H. GERAETS, Directeur au Ministère du Travail, du Commerce et de l'Industrie, Membre du Comité national pour la réforme du calendrier.

ITALY.

President of the Delegation:

M. G. SINIGALIA, Former Chief Inspector and Adviser to the Board of Directors of the Royal States Railways.

Deputy-Delegate:

M. F. MARENA, Lieut.-General of Port Captaincies.

Experts:

Dr. S. MALTESE, Chief Inspector of the State Railways.

M. J. BAGLI, Superior Inspector at the Royal Ministry of Corporations.

Dr. M. MOLFESE, Chief of Civil Aviation.

M. E. MELLINI, Engineer, Superior Inspector at the General Inspectorate of Railways, Tramways and Automobiles.

M. S. CACOPARDO, Chief of Section at the Air Ministry.

JAPAN.

Delegate:

M. N. ITO, Assistant Director of the Japanese League of Nations Office.

Secretaries:

M. Motoharu SHICHIDA, Secretary at the Japanese Embassy in Berlin.

M. Takeji KOBAYASHI, Secretary at the Ministry of Communications.

M. Shintaro SATO, Secretary at the Japanese League of Nations Office.

LATVIA.

Delegates:

His Excellency M. J. FELDMANS, Minister Plenipotentiary, Permanent Delegate accredited to the League of Nations.

M. P. REINHARDS, Deputy-Minister of Communications.

LITHUANIA.

Delegate:

M. DOBKEVICIUS, Technical and Commercial Adviser of the Lithuanian Legation in France.

LUXEMBURG.

Delegate:

M. Charles VERMAIRE, Consul at Geneva.

MEXICO.

Delegate:

M. S. MARTINEZ DE ALVA, Director of the Permanent Office accredited to the League of Nations.

NORWAY.

Delegate:

M. H. BIRKELAND, Norwegian Chargé d'Affaires at Berne and Permanent Delegate accredited to the League of Nations.

NETHERLANDS.

Delegates:

M. F. L. SCHLINGEMANN, Chief Engineer, Director of the "Rijkswaterstaat".

Dr. E. MORESCO, Professor, former Secretary-General of the Colonial Department and former Vice-President of the Council of the Dutch East Indies.

M. J. F. H. GERAETS, Director at the Ministry of Labour, Commerce and Industry, Member of the National Committee for Calendar Reform.

PÉROU.

Délégué :

M. José-Maria BARRETO, Délégué permanent auprès de la Société des Nations.

POLOGNE.

Chef de la Délégation :

M. W. MODEROW, Vice-Président de la Délégation polonaise au Conseil du Port à Dantzig.

Délégués suppléants :

M. A. KONOPKA, Chef de Section au Ministère des travaux publics.

M. E. LIPINSKI, Professeur, Directeur de l'Institut des recherches sur le mouvement général des affaires et sur la formation des prix, Président du Comité national pour la Réforme du Calendrier.

PORTUGAL.

Délégués :

Son Excellence le D^r VASCO DE QUEVEDO, Envoyé extraordinaire et Ministre plénipotentiaire à Berne et auprès de la Société des Nations.

Commandant Abel FONTOURA DA COSTA, Professeur à l'Ecole navale, Président du Comité national d'étude pour la Réforme du Calendrier.

Le D^r A. M. FEITAZ DE ANDRADE, Premier Secrétaire de Légation, Chef de la Chancellerie portugaise auprès de la Société des Nations.

ROUMANIE.

Délégués :

Son Excellence M. Constantin ANTONIADE, Envoyé extraordinaire et Ministre plénipotentiaire auprès de la Société des Nations.

Son Excellence M. Constantin CÔTZESCO, Ministre plénipotentiaire, Membre des Commissions européenne et internationale du Danube.

M. Edmond CIUNTU, Premier Secrétaire de la Légation auprès de la Société des Nations.

SIAM.

Délégué :

Son Excellence Phya Abhibal RAJAMAITRI, Envoyé extraordinaire et Ministre plénipotentiaire à Rome.

SUÈDE.

Délégué :

M. H. VON HEIDENSTAM, Commandant du Corps royal des ponts et chaussées.

SUISSE.

Délégués :

M. R. HEROLD, Directeur des Chemins de fer fédéraux.

M. R. HOHL, Chef de Section au Département politique fédéral.

M. Emile MARCHAND, D^r ès sciences mathématiques, Professeur titulaire à l'Ecole polytechnique fédérale, Vice-Directeur de la Société suisse d'Assurances générales sur la vie humaine, Président du Bureau du Comité suisse pour la Réforme du Calendrier.

M. E. HOFMEISTER.

TCHÉCOSLOVAQUIE.

Délégués :

M. B. MÜLLER, Ingénieur, Ministre plénipotentiaire.

M. F. SITENSKY, Conseiller de première classe au Ministère du Commerce.

M. LACHOUT, Rapporteur de la Chambre de Commerce et de l'Industrie.

TURQUIE.

Délégués :

RIFAT-ISMAIL bey, Directeur général des chemins de fer de l'Etat.

ISHAN ALI bey, Vice-Président du Département du Commerce et des Tarifs à la direction générale des Chemins de fer de l'Etat.

PERU.

Delegate:

M. José-Maria BARRETO, Permanent Delegate accredited to the League of Nations.

POLAND.

Chief of the Delegation:

M. W. MODEROW, Vice-President of the Polish Delegation to the Danzig Harbour Board.

Substitute Delegates:

M. A. KONOPKA, Chief of Section at the Ministry of Public Works.

M. E. LIPINSKI, Professor, Director of the Institute of Research on the General Movement of Business and on Price Formation, Chairman of the National Committee for the Reform of the Calendar.

PORTUGAL.

Delegates:

His Excellency Dr. VASCO DE QUEVEDO, Envoy Extraordinary and Minister Plenipotentiary at Berne and accredited to the League of Nations.

Commander Abel FONTOURA DA COSTA, Professor at the Naval School, Chairman of the National Committee for Calendar Reform.

Dr. A. M. FERRAZ DE ANDRADE, First Secretary of Legation, Head of the Portuguese Service accredited to the League of Nations.

ROUMANIA.

Delegates:

His Excellency M. Constantin ANTONIADE, Envoy Extraordinary and Minister Plenipotentiary accredited to the League of Nations.

His Excellency M. Constantin CONTZESCO, Minister Plenipotentiary, Member of the European and International Commissions of the Danube.

M. Edmond CIUNTU, First Secretary of the Legation accredited to the League of Nations.

SIAM.

Delegate:

His Excellency Phya Abhibal RAJAMAITRI, Envoy Extraordinary and Minister Plenipotentiary in Rome.

SWEDEN.

Delegate:

M. H. VON HEIDENSTAM, Major, Royal Corps of Engineers.

SWITZERLAND.

Delegates:

M. R. HEROLD, Director of Federal Railways.

M. R. HOHL, Chief of Section at the Federal Political Department.

M. Emile MARCHAND, Professor at the Federal Technical University in Zurich, Vice-President of the Swiss Mutual Life Insurance Society, Zurich, Chairman of the Executive Commission of the Swiss Committee for Calendar Reform.

M. E. HOFMEISTER.

CZECHOSLOVAKIA.

Delegates:

M. B. MÜLLER, Engineer, Minister Plenipotentiary.

M. F. SITENSKY, First-Class Councillor at the Ministry of Commerce.

M. LACHOUT, Rapporteur at the Chamber of Commerce and Industry.

TURKEY.

Delegates:

RIFAT-ISMAIL Bey, Director-General of the State Railways.

ISHAN ALI Bey, Vice-President of the Department of Commerce and Tariffs at the General Administration of the State Railways.

URUGUAY.

Délégué :

M. Bernardo KAYEL, Ingénieur civil, Gérant général des usines électriques de l'Etat.

YOUGOSLAVIE.

Délégués :

M. Borivoi DJOURITCHICH, Ancien Directeur général des Chemins de Fer de l'Etat et Membre de la Commission consultative et technique des communications et du transit.
M. Douchan PANTITCH, Conseiller de Légation, Chef de la Section des Communications au Ministère des Affaires étrangères.

COMMISSION DE GOUVERNEMENT DU TERRITOIRE DU BASSIN DE LA SARRE
(à titre consultatif).

M. P. COURTILET, Directeur au Ministère des Travaux publics, chemins de fer et postes, téléphones et télégraphes.

Ont participé à la Conférence, à titre consultatif, les Organisations suivantes :

LA COMMISSION CONSULTATIVE ET TECHNIQUE DES COMMUNICATIONS ET
DU TRANSIT.

(Article 7 du Statut de l'Organisation du Transit.)

Son Excellence le D^r A. DE AGÜERO Y BETHANCOURT, Président de la Troisième Conférence générale des communications et du transit, Envoyé extraordinaire et Ministre plénipotentiaire de Cuba à Berlin.

M. Honorio ROIGT, Correspondant de la Commission du transit pour la question de la Réforme du Calendrier.

LA COMMISSION CENTRALE POUR LA NAVIGATION DU RHIN.

M. J. HOSTIE, Secrétaire général de la Commission.

LA COMMISSION INTERNATIONALE DU DANUBE.

Son Excellence M. Alfred DE DIETRICH VON SACHSENFELS, Envoyé extraordinaire et Ministre plénipotentiaire au Ministère des Affaires étrangères de Hongrie.

LA COMMISSION INTERNATIONALE DE L'ELBE.

M. O. VON WESENDONK, Secrétaire général de la Commission.

LA COMMISSION TECHNIQUE PERMANENTE DU RÉGIME DES EAUX DU DANUBE.

Son Excellence M. Carlo ROSSETTI, Ministre plénipotentiaire, Président de la Commission.

LA COMMISSION INTERNATIONALE DE NAVIGATION AÉRIENNE.

M. A. ROPER, Secrétaire général de la Commission.

URUGUAY.

Delegate:

M. Bernardo KAYEL, Civil Engineer, General Manager of the State Electric Factories.

YUGOSLAVIA.

Delegates:

M. Borivoi DJOURITCHITCH, former Director-General of the State Railways and Member of the Advisory and Technical Committee for Communications and Transit.
M. Douchan PANTITCH, Councillor of Legation, Chief of the Communications Section at the Ministry for Foreign Affairs.

SAAR TERRITORY GOVERNING COMMISSION

(in an advisory capacity).

M. P. COURTILET, Director at the Ministry of Public Works, Railways, Posts and Telegraphs

The following Organisations took part in the Conference, in an advisory capacity:

THE ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT

(Article 7 of the Statute of the Transit Organisation).

His Excellency Dr. A. DE AGÜERO Y BETHANCOURT, President of the Third General Conference on Communications and Transit, Envoy Extraordinary and Minister Plenipotentiary of Cuba in Berlin.

M. Honorio ROIGT, Correspondent of the Transit Committee for the Question of Calendar Reform.

THE CENTRAL COMMISSION FOR RHINE NAVIGATION.

M. J. HOSTIE, Secretary-General of the Commission.

THE INTERNATIONAL DANUBE COMMISSION.

His Excellency M. Alfred DE DIETRICH VON SACHSENFELS, Envoy Extraordinary and Minister Plenipotentiary at the Ministry for Foreign Affairs of Hungary.

THE INTERNATIONAL ELBE COMMISSION.

M. O. VON WESENDONK, Secretary-General of the Commission.

THE PERMANENT TECHNICAL HYDRAULIC SYSTEM COMMISSION OF THE DANUBE.

His Excellency M. Carlo ROSSETTI, Minister Plenipotentiary, President of the Commission.

THE INTERNATIONAL COMMISSION FOR AIR NAVIGATION.

M. A. ROPER, Secretary-General of the Commission.

L'ASSOCIATION INTERNATIONALE DU TRAFIC AÉRIEN.

M. le Jonkheer L. VAN DEN BERCH VAN HEEMSTEDE, Directeur général de l'Association.

LE COMITÉ MÉTÉOROLOGIQUE INTERNATIONAL.

Le Dr Charles F. MARVIN, Chef du « Weather Bureau » des Etats-Unis d'Amérique.

L'OFFICE CENTRAL DES TRANSPORTS INTERNATIONAUX PAR CHEMIN DE FER.

M. C. COLOMB, Vice-Directeur de l'Office.

L'UNION INTERNATIONALE DES CHEMINS DE FER.

M. Gaston LEVERVE, Secrétaire général de l'Union.

LE BUREAU INTERNATIONAL DE L'UNION TÉLÉGRAPHIQUE.

M. BOULANGER, Vice-Directeur de l'Union.

L'UNION INTERNATIONALE DE RADIODIFFUSION.

Délégué :

M. M. RAMBERT, Administrateur délégué de la Société suisse de radiodiffusion.

Délégué adjoint :

M. A. BURROWS, Secrétaire général de l'Union.

LA CHAMBRE DE COMMERCE INTERNATIONALE.

Président de la Délégation :

M. B. BORRIELLO, Vice-Président du Conseil économique de la Province de Naples.

Délégués :

- M. A. CRESSY MORRISON, Président de l'Institut américain de la Ville de New-York.
- M. M. J. NORDBERG, Commission administrative pour la Finlande près la Chambre de Commerce internationale; Consul général de Finlande à Paris.
- M. M. RIESEN, Directeur de la Société suisse des Hôteliers, représentant de l'Alliance internationale de l'Hôtellerie.
- M. W. Leslie RUNCIMAN, de la Compagnie d'armateurs « Walter Runciman & Co., Ltd. », Membre du Conseil de la Chambre des Armateurs du Royaume-Uni.

Secrétaire :

M. Paul WOHL, Directeur du Service « Transports et Communications » de la Chambre de Commerce internationale.

LA CONFÉRENCE INTERNATIONALE DES ARMATEURS.

M. W. Leslie RUNCIMAN, de la Compagnie d'armateurs « Walter Runciman & Co., Ltd. », Membre du Conseil de la Chambre des Armateurs du Royaume-Uni.

LA FÉDÉRATION INTERNATIONALE DES OUVRIERS DU TRANSPORT.

M. Robert BRATSCHI, Secrétaire général de l'Association des Cheminots suisses.

LA FÉDÉRATION INTERNATIONALE DES SYNDICATS CHRÉTIENS D'OUVRIERS
D'USINE ET DE TRANSPORT.

M. J. FENSKI, Secrétaire de la Fédération.
M. H. BERRA, Secrétaire chrétien-social.

THE INTERNATIONAL AIR TRAFFIC ASSOCIATION.

Jonkheer L. VAN DEN BERCH VAN HEEMSTEDÉ, Director-General of the Association.

THE INTERNATIONAL METEOROLOGICAL COMMITTEE.

Dr. Charles F. MARVIN, Chief of the United States Weather Bureau.

THE INTERNATIONAL CENTRAL RAILWAY TRANSPORT OFFICE.

M. C. COLOMB, Vice-Director of the Office.

THE INTERNATIONAL RAILWAY UNION.

M. Gaston LEVERVE, Secretary-General of the Union.

THE INTERNATIONAL OFFICE OF THE TELEGRAPHIC UNION.

M. BOULANGER, Vice-Director of the Union.

THE INTERNATIONAL BROADCASTING UNION.

Delegate :

M. M. RAMBERT, Administrator-Delegate of the Swiss Broadcasting Company.

Deputy-Delegate :

Mr. A. BURROWS, Secretary-General of the Union.

THE INTERNATIONAL CHAMBER OF COMMERCE.

President of the Delegation :

M. B. BORRIELLO, Vice-President of the Economic Council of the Province of Naples.

Delegates :

Mr. A. CRESSY MORRISON, President of the American Institute of the City of New York.

M. M. J. NORDBERG, of the Administrative Commission for Finland at the International Chamber of Commerce; Consul-General of Finland, Paris.

M. M. RIESEN, Director of the Swiss Society of Hotel-keepers, representing the International Hotel Alliance.

Mr. W. Leslie RUNCIMAN, of the Shipping Company Walter Runciman & Co., Ltd., Member of the Council of the Chamber of Shipping of the United Kingdom.

Secretary :

M. Paul WOHL, Director of the Transport and Communications Service of the International Chamber of Commerce.

THE INTERNATIONAL SHIPPING CONFERENCE.

Mr. W. Leslie RUNCIMAN, of the Shipping Company Walter Runciman & Co., Ltd., Member of the Council of the Chamber of Shipping of the United Kingdom.

THE INTERNATIONAL FEDERATION OF TRANSPORT WORKERS.

M. Robert BRATSCHI, Secretary-General of the Association of Swiss Railwaymen.

THE INTERNATIONAL FEDERATION OF SYNDICATES OF CHRISTIAN
FACTORY AND TRANSPORT WORKERS.

M. J. FENSKI, Secretary of the Federation.

M. H. BERRA, Christian Social Secretary.

LE COMITÉ NATIONAL AMÉRICAIN POUR LA SIMPLIFICATION DU CALENDRIER.

Colonel O. N. SOLBERT, Secrétaire du Comité.
M. M. N. STILES.

Ont désigné des représentants pour assister à la Conférence à titre d'observateurs, les Autorités et Organisations suivantes :

L'ÉGLISE ANGLICANE.

Le Rév. Canon E. W. J. HELLINS, Prolocuteur de la Chambre inférieure de la Conférence de Cantorbéry.

LE CONSEIL ŒCUMÉNIQUE DU CHRISTIANISME PRATIQUE.

M. P. H. STEELE, Secrétaire adjoint du Conseil.

LES AUTORITÉS RELIGIEUSES DES PAYS-BAS.

Le D^r T. LEWENSTEIN, Grand Rabbin, représentant les Communautés israélites néerlandaises des Pays-Bas.
Le D^r J. L. PALACHE, Professeur à l'Université d'Amsterdam, représentant les Communautés israélites portugaises des Pays-Bas.

LE COMITÉ ISRAÉLITE INTERNATIONAL POUR LA RÉFORME DU CALENDRIER.

Le D^r J. H. HERTZ, Grand Rabbin des Congrégations israélites unies de l'Empire Britannique.
M. Cecil ROTH, écrivain.

LA LIGUE POUR LA SAUVEGARDE DE LA FIXITÉ DU SABBAT.

M. P. S. HENRY.
Le D^r E. ADLER, Avocat.
M. A. LEVINE.

LA CONFÉRENCE GÉNÉRALE DES ADVENTISTES DU SEPTIÈME JOUR.

M. A. S. MAXWELL, Pasteur.
M. J. NUSSBAUM, Secrétaire général du Département médical de la Conférence.
M. A. VOLLMER, Secrétaire du « Gemeinschaft der Siebenten-Tags-Adventisten in Deutschland ».

« THE AUSTRALASIAN CONFERENCE ASSOCIATION AND THE AUSTRALASIAN UNION CONFERENCE. »

M. R. A. ANDERSON.

« THE INTERNATIONAL RELIGIOUS LIBERTY ASSOCIATION. »

M. G. S. LONGACRE, Rédacteur en Chef et Secrétaire général de l'Association.

« THE INTERNATIONAL CALENDAR ORGANISATION. »

M. B. RICHMOND, Secrétaire et Directeur de l'Association.

NATIONAL COMMITTEE ON CALENDAR SIMPLIFICATION OF THE
UNITED STATES OF AMERICA.

Colonel O. N. SOLBERT, Secretary of the Committee.
Mr. M. N. STILES.

The following Authorities and Organisations appointed representatives to attend the Conference as observers:

THE CHURCH OF ENGLAND.

The Rev. Canon E. W. J. HELLINS, Prolocutor of the Lower House of the Convocation of Canterbury.

THE UNIVERSAL COUNCIL FOR LIFE AND WORK.

Mr. P. H. STEELE, Assistant Secretary to the Council.

THE RELIGIOUS AUTHORITIES IN THE NETHERLANDS.

Dr. T. LEWENSTEIN, Chief Rabbi, representing the Netherlands Israelite Communities in the Netherlands.

Dr. J. L. PALACHE, Professor at the Amsterdam University, representing the Portuguese Israelite Communities in the Netherlands.

THE INTERNATIONAL ISRAELITE COMMITTEE CONCERNING THE
REFORM OF THE CALENDAR.

Dr. J. H. HERTZ, Chief Rabbi of the United Hebrew Congregations of the British Empire.
Mr. Cecil ROTH, Author.

THE LEAGUE FOR SAFEGUARDING THE FIXITY OF THE SABBATH.

Mr. P. S. HENRY.
Dr. E. ADLER, Solicitor.
Mr. A. LEVINE.

THE GENERAL CONFERENCE OF SEVENTH-DAY ADVENTISTS.

Mr. A. S. MAXWELL, Minister.
M. J. NUSSBAUM, Secretary-General of the Medical Department of the Conference.
M. A. VOLLMER, Secretary of the "Gemeinschaft der Siebenten-Tags-Adventisten in Deutschland".

THE AUSTRALASIAN CONFERENCE ASSOCIATION AND THE
AUSTRALASIAN UNION CONFERENCE.

Mr. R. A. ANDERSON.

THE INTERNATIONAL RELIGIOUS LIBERTY ASSOCIATION.

Mr. G. S. LONGACRE, Editor and Secretary-General of the Association.

THE INTERNATIONAL CALENDAR ORGANISATION.

Mr. B. RICHMOND, Secretary and Director of the Association.

« THE WORLD CALENDAR ASSOCIATION. »

Miss E. ACHELIS, Présidente de l'Association.

L'UNION DES VILLES ALLEMANDES.

Le Dr R. BLOCHMANN.

« THE UNIVERSITY ASSOCIATION FOR THE STUDY OF CALENDAR REFORM. »

Le Dr MORRIS.

« THE BRITISH PARLIAMENTARY COMMITTEE ON CALENDAR REFORM. »

M. C. D. STELLING, Secrétaire honoraire du Comité.

qui se sont réunis à Genève du 12 au 24 octobre 1931, sous la présidence de Son Excellence M. le Dr Augusto DE VASCONCELLOS, désigné par le Conseil de la Société des Nations. M. Silvain DREYFUS, Président de la Commission consultative et technique des communications et du transit, et M. B. DJOURITCHITCH, Président du Comité préparatoire de la Conférence, ont été désignés comme vice-présidents par la Conférence. M. HAAS, directeur de la Section des communications et du transit de la Société des Nations, était secrétaire général de la Conférence; M. ROMEIN, membre de la même Section, secrétaire général adjoint. Ils étaient assistés de M. METTERNICH et de M^{lle} KEY-RASMUSSEN.

L'ordre du jour de la Conférence comprenait les points suivants:

1. Examen du rapport sur l'œuvre accomplie par la Commission consultative et technique des communications et du transit depuis la dernière Conférence générale;
2. Examen du rapport présenté par le Secrétaire général de la Société des Nations sur les mesures prises en exécution des décisions des conférences antérieures;
3. Renouvellement de la Commission consultative et technique des communications et du transit;
4. Mesures à prendre en cas d'événements graves de caractère général affectant les voies de communication;
5. Examen de l'opportunité, aux points de vue économique et social:
 - a) D'une stabilisation des fêtes mobiles;
 - b) D'une simplification du calendrier grégorien.

En ce qui concerne le point 1 de l'ordre du jour, la Conférence a discuté l'œuvre accomplie par la Commission consultative et technique des communications et du transit depuis la dernière Conférence générale. Elle a adopté les deux résolutions suivantes:

« TITRE NÉGOCIABLE POUR LES TRANSPORTS INTERNATIONAUX DE MARCHANDISES
PAR VOIE FERRÉE.

« La Conférence,

« Reconnaissant l'utilité qu'aurait, du point de vue économique et commercial, pour les transports internationaux par voie ferrée de certaines marchandises, pour certaines relations, la création d'un titre de transport négociable;

« Reconnaissant par ailleurs que l'introduction d'un tel titre de transport est susceptible d'entraîner, dans certains pays, certaines difficultés d'ordre juridique, administratif, technique et financier, mais espérant qu'il sera possible de surmonter ces difficultés;

« Ayant pris connaissance de l'état des études entreprises à ce sujet par le Comité spécial de l'Organisation des communications et du transit de la Société des Nations, d'une part, par la Chambre de Commerce internationale et par l'Union internationale des Chemins de fer, d'autre part, état qui permet d'entrevoir à bref délai un résultat concret:

« 1^o Invite la Commission consultative et technique des communications et du transit à poursuivre les travaux relatifs à cette question, en collaboration avec la Chambre de Commerce internationale et l'Union internationale des Chemins de fer et à communiquer, à toutes fins utiles, le résultat de ces travaux aux gouvernements et à l'Office central des transports internationaux par chemin de fer;

« 2^o Emet le vœu que le Conseil de la Société des Nations attire l'attention des gouvernements sur l'importance du problème, afin que sa solution pratique puisse intervenir dans le moindre délai compatible avec les dispositions de la Convention internationale concernant le transport des marchandises par chemin de fer. »

THE WORLD CALENDAR ASSOCIATION.

Miss E. ACHELIS, President of the Association.

THE UNION OF GERMAN TOWNS.

Dr. R. BLOCHMANN.

UNIVERSITY ASSOCIATION FOR THE STUDY OF CALENDAR REFORM.

Dr. MORRIS.

THE BRITISH PARLIAMENTARY COMMITTEE ON CALENDAR REFORM.

Mr. C. D. STELLING, Honorary Secretary of the Committee,

who met at Geneva from October 12th to 24th, 1931, under the presidency of His Excellency Dr. Augusto DE VASCONCELLOS, appointed by the Council of the League of Nations. M. Silvain DREYFUS, Chairman of the Advisory and Technical Committee for Communications and Transit, and M. DJOURITCHITCH, Chairman of the Preparatory Committee of the Conference, were appointed Vice-Presidents of the Conference. M. HAAS, Director of the Communications and Transit Section of the League of Nations, was Secretary-General of the Conference, and M. ROMEIN, of the same Section, was Deputy-Secretary-General, assisted by M. METTERNICH and Miss KEY-RASMUSSEN.

The agenda of the Conference consisted of the following points:

1. Examination of the report on the work of the Advisory and Technical Committee for Communications and Transit since the last General Conference;
2. Examination of the report submitted by the Secretary-General of the League on the measures to be taken in execution of the decisions of the previous Conferences;
3. Renewal of the membership of the Advisory and Technical Committee for Communications and Transit;
4. Steps to be taken in case of grave occurrences of a general character affecting routes of communication;
5. Examination of the expediency from an economic and social standpoint:
 - (a) Of fixing movable feasts;
 - (b) Of simplifying the Gregorian calendar.

As regards Item 1 of the agenda, the Conference discussed the work done by the Advisory and Technical Committee for Communications and Transit since the last General Conference. It adopted the following two resolutions:

“NEGOTIABLE DOCUMENT FOR THE INTERNATIONAL TRANSPORT OF GOODS BY RAIL.

“ The Conference,

“ Recognising the utility from the economic and commercial point of view of the creation of a negotiable transport document for the international transport of certain goods by rail over certain routes;

“ Recognising, further, that the introduction of such a transport document may involve certain difficulties of a legal, administrative, technical and financial nature in certain countries, but hoping that it will prove possible to surmount these difficulties;

“ Having noted the progress of the studies undertaken in this connection by the Special Committee of the Communications and Transit Organisation of the League of Nations on the one hand, by the International Chamber of Commerce and the International Railway Union on the other, from which a concrete result may be hoped for in the near future:

“ (1) Requests the Advisory and Technical Committee for Communications and Transit to continue the work in connection with this question in co-operation with the International Chamber of Commerce and the International Railway Union, and to communicate the result of this work to the Governments and to the Central Office for International Railway Transport for any action that may be necessary;

“ (2) Recommends that the Council of the League of Nations draw the attention of the Governments to the importance of the problem in order that a practical solution may be adopted within the shortest period compatible with the provisions of the International Convention on the Transport of Goods by Rail. ”

« ENTRAVES A LA NAVIGATION MARITIME.

« La Conférence,

« Ayant procédé à un échange de vues au sujet des entraves à la navigation maritime,
« Prenant acte des déclarations faites par plusieurs délégations communiquant les mesures déjà prises pour remédier à certaines entraves signalées au cours de la discussion,
« Prie la Commission consultative et technique des communications et du transit d'étudier, en collaboration avec les gouvernements intéressés, et en vue de toutes recommandations utiles, les mesures susceptibles de porter remède aux entraves à la navigation maritime qui ont été signalées ou qui lui seraient signalées ultérieurement. »

En ce qui concerne le point 2, la Conférence a pris acte du rapport présenté par le Secrétaire général de la Société des Nations sur les mesures prises en exécution des décisions des conférences antérieures.

En ce qui concerne le point 3, la Conférence a procédé au renouvellement de la Commission consultative et technique des communications et du transit, les Etats suivants, à la suite du renouvellement auquel a procédé la Conférence, étant appelés à désigner des membres de la Commission: Allemagne, République Argentine, Belgique, Grande-Bretagne et Irlande du Nord, Chine, Cuba, Danemark, Espagne, Finlande, France, Hongrie, Italie, Japon, Pologne, Portugal, Suisse, Tchécoslovaquie, Uruguay.

En ce qui concerne le point 4, la Conférence a adopté une recommandation sur les mesures qui seraient à prendre en cas d'interruption grave des voies de communication servant au transit international.

En ce qui concerne le point 5 a, la Conférence a adopté un acte relatif aux aspects économiques et sociaux de la stabilisation des fêtes mobiles.

En ce qui concerne le point 5 b, la Conférence a décidé de transmettre aux gouvernements invités à la Conférence un exposé sur les aspects économiques et sociaux de la simplification du calendrier grégorien.

Le Président de la Conférence :

(Signé) A. DE VASCONCELLOS.

“BARRIERS TO MARITIME NAVIGATION.

“The Conference,

“Having proceeded to an exchange of views regarding barriers to maritime navigation;

“Noting the statements made by several delegations communicating the measures taken to remedy certain hindrances referred to in the course of the discussion:

“Requests the Advisory and Technical Committee for Communications and Transit to study and to recommend, in collaboration with the interested Governments, any measures calculated to remove such barriers to maritime navigation as have been notified or which may be brought to its notice in the future.”

As regards Item 2, the Conference noted the report submitted by the Secretary-General of the League of Nations on the measures taken in execution of the decisions of previous Conferences.

As regards Item 3, the Conference proceeded to the renewal of the membership of the Advisory and Technical Committee for Communications and Transit, as a result of which the following States were called upon to appoint the members of the Committee: Germany, Argentine Republic, Belgium, Great Britain and Northern Ireland, China, Cuba, Denmark, Spain, Finland, France, Hungary, Italy, Japan, Poland, Portugal, Switzerland, Czechoslovakia, Uruguay.

As regards Item 4, the Conference adopted a recommendation on the measures to be taken in the case of a grave interruption of routes of communication used for international transit.

As regards Item 5 (a), the Conference adopted an act regarding the economic and social aspects of fixing movable feasts.

As regards Item 5 (b), the Conference decided to transmit to the Governments invited to the Conference a survey of the economic and social aspects of the simplification of the Gregorian calendar.

(Signed) A. DE VASCONCELLOS,
President of the Conference.

RECOMMANDATION RELATIVE AUX MESURES A PRENDRE EN CAS
D'INTERRUPTION GRAVE DES VOIES DE COMMUNICATION
SERVANT AU TRANSIT INTERNATIONAL.

La Conférence générale des communications et du transit est d'avis qu'au cas où le transit international sur le territoire d'un ou plusieurs Etats viendrait à subir une grave interruption, ceux des Etats dont les moyens de transport pourraient utilement concourir à l'établissement d'un trafic se substituant temporairement au trafic interrompu, devraient, chacun en ce qui le concerne, coopérer à l'établissement de ce trafic temporaire. Il devrait être entendu que, sous réserve des dispositions des engagements internationaux concernant les transports, les voyageurs ou les marchandises transportés seraient, autant qu'il est possible et dans toute la mesure compatible avec l'intérêt de ces voyageurs ou de ces marchandises, acheminés par un nouvel itinéraire comportant la plus grande réduction du parcours en détournement.

**RECOMMENDATION CONCERNING MEASURES TO BE TAKEN IN CASES
OF SERIOUS INTERRUPTION OF TRANSIT ROUTES.**

The General Conference on Communications and Transit is of opinion that, should international transit through the territory of one or more States suffer serious interruption, those States whose means of transport could be of help in establishing traffic temporarily in place of the interrupted traffic should co-operate, each in its own territory, in the establishment of this temporary traffic. It should be understood that, subject to the provisions of international undertakings concerning transport, the passengers or the goods carried would, as far as possible and as far as is compatible with the interests of these passengers or goods, be forwarded by a new route involving the shortest possible detour.

ACTE RELATIF AUX ASPECTS ÉCONOMIQUES ET SOCIAUX DE LA STABILISATION DES FÊTES MOBILES.

La Conférence générale,

Etant appelée à se prononcer sur l'opportunité aux points de vue économique et social d'une stabilisation des fêtes mobiles;

Considérant que l'instabilité actuelle des fêtes mobiles trouble la régularité des activités industrielles, financières, commerciales et judiciaires, ainsi que l'application d'un plan normal d'études scolaires et universitaires;

Considérant que la saison de Pâques étant presque universellement une époque de vacances, la stabilisation de cette fête à une époque convenable présenterait de réels avantages pour l'ensemble de la population, notamment pour les employeurs et employés dans toutes les branches de l'industrie, de la finance et du commerce;

Considérant que des milieux étendus de la population, et notamment les milieux économiques ainsi que les milieux intéressés à l'éducation ont exprimé presque unanimement le désir d'une stabilisation des fêtes mobiles;

Considérant que la question de la stabilisation des fêtes mobiles est d'ordre éminemment religieux et que toute solution de cette question dépend de la libre décision des autorités religieuses;

Ayant pris connaissance de ce que, selon les vues exprimées par le Comité spécial de la réforme du calendrier dans lequel siégeaient des membres désignés par le Saint-Siège, par Sa Sainteté le Patriarche œcuménique et par Sa Grâce l'Archevêque de Cantorbéry, l'examen de la réforme du calendrier, tant en ce qui concerne la stabilisation de la fête de Pâques que la question plus générale de la réforme du calendrier grégorien ne se heurte pas à des difficultés d'une nature telle que l'on puisse d'avance les considérer comme insurmontables;

Ayant également pris connaissance de ce que, par lettre en date du 7 mars 1924 adressée au Secrétaire général de la Société des Nations par l'intermédiaire de la Nonciature apostolique en Suisse, le Saint-Siège a fait connaître que s'il était démontré que le bien général demande quelques changements aux traditions vénérables actuellement suivies dans la détermination des fêtes ecclésiastiques, et notamment de la fête de Pâques, le Saint-Siège n'examinerait la question qu'après le vœu préalable d'un concile œcuménique;

Constatant qu'il résulte des travaux préparatoires que les autres autorités religieuses intéressées n'ont pas présenté d'objections contre la stabilisation des fêtes mobiles pour autant que les réformes à ce sujet auraient reçu l'assentiment de toutes les Eglises chrétiennes;

Considérant qu'il appartient à la Conférence d'exprimer l'opinion des gouvernements sur les aspects non religieux de la stabilisation de la fête de Pâques et des fêtes mobiles qui en dérivent;

Déclare que les gouvernements dont les représentants à la Conférence ont voté la présente déclaration, ou qui auraient communiqué au Secrétaire général de la Société des Nations avant le 1^{er} mai 1932 qu'ils s'associent à la présente déclaration, estiment, aux points de vue économique et social, que la stabilisation des fêtes mobiles est demandée par le bien général.

En ce qui concerne le jour qui pourrait être choisi pour la fête de Pâques, la plupart des gouvernements dont les représentants se sont prononcés à ce sujet ont exprimé une préférence pour le dimanche suivant le deuxième samedi d'avril.

Le Conseil de la Société des Nations est prié de porter le présent Acte à la connaissance des autorités religieuses intéressées en exprimant l'espoir qu'elles étudient dans l'esprit le plus favorable les suites qu'elles pourraient donner au présent Acte. Le Conseil est également prié de faire connaître avant le 30 avril 1933 aux gouvernements invités à la Conférence les vues que les autorités religieuses lui communiqueraient sur le présent Acte et sur les suites que lesdites autorités entendraient lui donner.

ACT REGARDING THE ECONOMIC AND SOCIAL ASPECTS OF FIXING MOVABLE FEASTS.

Whereas this Conference is called upon to give its opinion on the expediency from an economic and social standpoint of stabilising the movable feasts;

And whereas the present instability of movable feasts disturbs the regularity of industrial, financial, commercial and judicial activities, as well as the application of a normal plan of school and university studies;

And whereas, the Easter season being almost universally a holiday period, the stabilisation of this festival at a suitable time would offer genuine advantages to the population as a whole, and especially to employers and employees in all branches of industry, finance and commerce;

And whereas large sections of the population, and particularly economic circles and those interested in education, have expressed the almost unanimous desire that movable feasts should be fixed;

And whereas stabilising the movable feasts is a pre-eminently religious question and any solution of the problem therefore depends on the free decision of the religious authorities;

And whereas the Conference has noted that, according to the views expressed by the Special Committee on Calendar Reform, which included representatives appointed by the Holy See, His Holiness the Œcumenical Patriarch, and His Grace the Archbishop of Canterbury, consideration of calendar reform, as regards both the stabilisation of Easter and the more general question of the reform of the Gregorian calendar, does not encounter difficulties which can be regarded in advance as insurmountable;

And whereas the Conference has also noted that, by a letter dated March 7th, 1924, sent to the Secretary-General of the League of Nations through the Apostolic Nuncio in Switzerland, the Holy See announced that, if it were proved that the general welfare called for changes in the venerable traditions at present followed in determining ecclesiastical feasts, particularly the feast of Easter, the Holy See would only examine the question on the preliminary recommendation of an œcumenical council;

And whereas, in the preliminary proceedings, the other religious bodies interested have raised no objection to the fixing of movable feasts, provided that such reforms meet with the approval of all the Christian Churches;

And whereas it is the duty of the Conference to voice the opinion of the Governments on the secular aspects of stabilising Easter and the movable feasts dependent thereon;

The General Conference declares that the Governments whose representatives at the Conference have voted for this declaration, or which inform the Secretary-General of the League of Nations before May 1st, 1932, that they endorse this declaration, consider, from the economic and social standpoint, that the common good calls for the stabilisation of movable feasts.

As regards the day that might be selected for the feast of Easter, most of the Governments whose representatives have expressed any opinion on the matter have pronounced in favour of the Sunday following the second Saturday in April.

The Council of the League of Nations is asked to bring this Act to the notice of the religious authorities concerned, expressing the hope at the same time that they will consider in the most favourable spirit what action they may take in the matter. The Council is also requested to notify the Governments invited to the Conference, before April 30th, 1933, of any views expressed by the religious authorities on this Act and on the action which they may propose to take upon it.

RÉSOLUTION RELATIVE AUX ASPECTS ÉCONOMIQUES ET SOCIAUX DE LA SIMPLIFICATION DU CALENDRIER GRÉGORIEN.

La Conférence décide de transmettre aux gouvernements invités à la Conférence l'exposé ci-après sur les aspects économiques et sociaux de la simplification du calendrier grégorien :

La Conférence a pris connaissance du rapport du Comité préparatoire sur la question des aspects économiques et sociaux de la simplification du calendrier grégorien, et a entendu les déclarations des représentants des divers gouvernements, ainsi que les informations complémentaires données par certains d'entre eux sur les *desiderata* des divers comités nationaux. La presque unanimité des délégations a estimé que le moment actuel n'était pas propice, compte tenu de l'état de l'opinion, pour procéder à une modification du calendrier grégorien.

Certaines délégations ont déclaré que leurs gouvernements n'étaient pas en état, à l'heure actuelle, de se former une opinion arrêtée sur les questions relatives à l'opportunité, aux points de vue économique et social, d'une simplification du calendrier grégorien.

La plupart des délégations à la Conférence ont nettement reconnu que le calendrier actuel présente des inconvénients tels que ceux exposés dans le rapport du Comité préparatoire, et ont estimé qu'il serait à coup sûr désirable en principe de disposer d'une mesure du temps plus simple et plus exactement appropriée aux besoins de la vie économique et sociale moderne. Un très grand nombre de délégations ont en outre pensé que toute réforme du calendrier, la plus modérée fût-elle, impliquant un changement délicat à des habitudes séculaires, il serait préférable de n'envisager aucune réforme qui ne fût pas susceptible de remédier aux plus sérieux désavantages du calendrier actuel. Sur trente-cinq délégations, onze ont estimé que, par exemple, une simple égalisation des trimestres ne comporterait pas des avantages assez importants pour compenser les difficultés qu'entraîne nécessairement toute modification des traditions et toute période transitoire; quatre ont émis un avis opposé. Il a été signalé, en outre, qu'un changement aussi minime au calendrier actuel n'apporterait aucun avantage sensible aux générations à venir. Un très grand nombre de délégations a enfin exprimé l'avis qu'une réforme quelconque du calendrier ne pourrait pratiquement aboutir que si elle était appliquée simultanément dans le monde entier, ou tout au moins dans la très grande majorité des États, et c'est pourquoi l'étude en a été placée sous les auspices de la Société des Nations.

La Conférence a examiné les mérites respectifs des calendriers perpétuels de douze mois et de treize mois tels qu'ils sont exposés dans le rapport du Comité préparatoire. Au cours des discussions à la Conférence, on a fait ressortir que le calendrier de treize mois est théoriquement plus parfait, à condition, notamment, que des mesures appropriées puissent être envisagées pour la sauvegarde des contrats existants pendant la période transitoire, le calendrier perpétuel de douze mois, en revanche, ayant l'avantage de rompre moins nettement les habitudes acquises.

L'introduction de jours complémentaires ne portant le nom d'aucun des jours de la semaine, introduction nécessaire en pratique dans tous les calendriers perpétuels, a soulevé l'opposition de certaines communautés religieuses et de certains milieux sociaux dont les représentants ont été entendus par la Conférence. Quelques délégations se sont prononcées dans le même sens. La plupart des délégations à la Conférence ont estimé qu'à défaut d'un vif mouvement d'opinion en faveur de l'introduction d'un calendrier perpétuel, cette opposition rendrait, au moins dans certains pays, l'introduction du calendrier perpétuel particulièrement difficile, sinon impossible. Il a été suggéré à la Conférence, à ce propos, que si cette situation se maintenait, il serait possible d'apporter des améliorations notables au calendrier actuel sans l'introduction d'un calendrier perpétuel, par l'adoption d'un calendrier de treize mois non perpétuel et ne comportant pas l'introduction de jours complémentaires. Ce calendrier ne permettrait pas autant qu'un calendrier perpétuel l'exacte comparaison de périodes correspondantes entre années différentes, mais aurait néanmoins, selon ses partisans, l'avantage de diviser rationnellement l'année et de permettre une comparaison exacte entre périodes à l'intérieur d'une même année. Il supprimerait, en outre, l'inconvénient des semaines irrégulièrement divisées entre deux mois successifs d'une même année.

Dans le même ordre d'idées, l'attention de la Conférence a été attirée particulièrement sur l'usage qui tend à se répandre dans les grandes entreprises commerciales et industrielles de certains pays d'un calendrier auxiliaire généralement fondé sur la division de l'année en treize mois. Il a été indiqué qu'il y aurait intérêt à coordonner régulièrement les expériences acquises à ce sujet; si l'emploi de ces calendriers auxiliaires devenait assez général parmi les organisations commerciales et industrielles, ainsi que parmi les institutions statistiques, si surtout les communautés publiques venaient à en faire usage, l'opinion, peu à peu, serait mieux à même de percevoir exactement les conséquences d'une simplification du calendrier. Il a été également indiqué qu'il ne serait même pas impossible, dans ce cas, d'envisager l'éventualité que certains États dans les territoires desquels ces calendriers deviendraient d'un usage général se jugent à même de leur conférer, le moment venu, un caractère officiel comme calendriers auxiliaires reconnus dans l'exercice de certaines activités économiques officielles ou privées, concurremment, au moins pendant un certain temps, avec l'usage du calendrier ordinaire.

La Conférence a estimé que les efforts poursuivis par la Commission consultative et technique des communications et du transit, par son Comité spécial de la réforme du calendrier, par les comités

RESOLUTION CONCERNING THE ECONOMIC AND SOCIAL ASPECTS OF THE SIMPLIFICATION OF THE GREGORIAN CALENDAR.

The Conference decides to transmit to Governments invited to the Conference the following survey of the economic and social aspects of the simplification of the Gregorian calendar:

The Conference has taken cognisance of the report of the Preparatory Committee on the question of the economic and social aspects of the simplification of the Gregorian calendar and has heard the statements of the representatives of the various Governments as well as the additional information supplied by some of these with regard to the desiderata of the various National Committees. The Conference was almost unanimous in coming to the conclusion that the present is not a favourable time, taking into account the state of opinion, for proceeding with a modification of the Gregorian calendar.

Certain delegations declared that their Governments were not in a position at the present time to form a definite opinion on questions relating to the expediency, from an economic and social point of view, of a simplification of the Gregorian calendar.

Most of the delegations to the Conference have clearly recognised that the present calendar has certain disadvantages, as explained in the report of the Preparatory Committee, and have expressed an opinion that it would certainly be desirable, in principle, to secure a simpler measure of time more accurately appropriate to the needs of modern economic and social life. A great many delegations, moreover, thought that, as any reform of the calendar, however moderate, would involve a rather awkward change in century-old habits, it would be preferable not to consider any reform which would not remedy the most serious defects of the present calendar. Of thirty-five delegations, eleven were of opinion that, for instance, a mere equalisation of quarters would not be accompanied by advantages sufficient to counterbalance the difficulties which must necessarily be encountered in connection with any modification of traditions or any period of transition. Four delegations were of a contrary opinion. It was also pointed out that such a small change from the present calendar would not confer any noticeable benefits on future generations. Finally, a great number of delegations expressed the opinion that any reform of the calendar could only be put into practice if it came into force simultaneously throughout the world, or at least in a very great majority of States, and it was for this reason that the study of this question had been placed under the auspices of the League of Nations.

The Conference examined the respective merits of the perpetual calendars of twelve and thirteen months as set out in the report of the Preparatory Committee. In the course of the discussions of the Conference, it was pointed out that the thirteen-month calendar was theoretically more perfect, particularly if appropriate measures could be devised for the purpose of safeguarding existing contracts during the transitional period, but that the perpetual calendar of twelve months possessed the advantage of disturbing acquired habits to a much smaller extent.

The introduction of supplementary days bearing no weekday name, a necessary adjunct in practice to all perpetual calendars, roused the opposition of various religious communities and certain social organisations whose representatives were heard by the Conference. Some delegations expressed the same view. Most delegations were agreed that, failing a strong trend of opinion in favour of a perpetual calendar, the opposition would, at least in certain countries, make it very difficult, if not impossible, to introduce the perpetual calendar. It was suggested to the Conference in this connection that, if this situation continued, it would be possible to make appreciable improvements in the present calendar without introducing a perpetual calendar, by adopting a non-perpetual calendar of thirteen months without the introduction of supplementary days. That calendar would not permit, as accurately as a perpetual calendar, an exact comparison of corresponding periods in different years, but would, nevertheless, in the opinion of its advocates, have the advantage of dividing up the year rationally, and of allowing of an exact comparison to be made between periods within the same year. It would also do away with the drawback of having weeks irregularly divided between two successive months in the same year.

In the same connection, the Conference's attention was drawn, in particular, to the use, which is becoming more and more extensive among large commercial and industrial undertakings in certain countries, of an auxiliary calendar, usually based on the division of the year into thirteen months. It was suggested that the experience gained in this matter should be properly co-ordinated. If the use of these auxiliary calendars became sufficiently general among commercial and industrial organisations and among statistical institutions, and, particularly, if they were employed by public authorities, it would gradually be possible for public opinion to perceive more clearly the consequences of a simplification of the calendar. It was also suggested that it was even possible that, if this were done, certain States in whose territories these calendars came into general use might think fit in due course to confer upon them an official character as auxiliary calendars recognised in certain official or private economic activities concurrently, at all events for a certain time, with the use of the ordinary calendar.

The Conference considered that the efforts of the Advisory and Technical Committee for Communications and Transit, through its Special Committee for the Reform of the Calendar,

nationaux qui ont été institués sur sa demande, à la suite d'une résolution de l'Assemblée de la Société des Nations, et par le Comité préparatoire de la Conférence, n'ont pas été vains. Pour la première fois, l'opinion publique dans son ensemble a commencé à être mise à même de discuter sérieusement les avantages et les difficultés de la simplification du calendrier grégorien. Pour la première fois, elle a pu commencer à percevoir nettement qu'il dépendait d'elle seule de provoquer toutes décisions qu'elle pourrait juger utiles sur cette simplification. C'est aussi pour la première fois que l'ensemble des gouvernements a été amené à voir dans la simplification du calendrier une question précise susceptible de discussions entre eux au cours de délibérations officielles. Les travaux préparatoires ci-dessus mentionnés, de même que les discussions au sein de la Conférence, qui retiendront sans doute l'attention des gouvernements, apporteront aux services gouvernementaux compétents les éléments indispensables à une décision réfléchie.

La Conférence tenant compte de la situation ci-dessus exposée, n'a pas jugé opportun de se prononcer sur le principe même de la réforme du calendrier; mais la Commission consultative et technique des communications et du transit ne manquera pas de suivre les efforts qui continueront sans doute à être poursuivis pour éclairer l'opinion sur les avantages ou sur les inconvénients d'une réforme. Elle ne manquera pas non plus de tenir les gouvernements régulièrement informés à ce sujet. Elle persévéra ainsi dans sa tâche qui a toujours consisté, non à se livrer à une propagande quelconque, mais à éclairer impartialement l'opinion sur un problème économique et social dont l'expérience a montré, quelles que soient les idées émises pour ou contre la réforme du calendrier, qu'il éveillait un vif intérêt dans un grand nombre de pays du monde entier.

through the National Committees set up at its request, in consequence of a resolution of the League Assembly, and through the Preparatory Committee for the Conference, had not been in vain. For the first time, public opinion as a whole has begun to be in a position seriously to discuss the advantages and drawbacks of the simplification of the Gregorian calendar. For the first time it has begun to perceive clearly that it rested with it alone to take whatever decision it considered advisable with regard to this simplification. It is also for the first time that Governments in general have been brought to regard the simplification of the calendar as a definite question capable of discussion between them in the course of official deliberations. The preparatory work mentioned above, and also the discussions in the Conference, to which Governments will doubtless devote attention, will provide the competent Government departments with the material necessary for a considered decision.

In view of the situation set forth above, the Conference did not think fit to express any opinion on the principle of calendar reform, but the Advisory and Technical Committee for Communications and Transit will follow the efforts which will doubtless continue to be made for the purpose of enlightening opinion as to the advantages or disadvantages of a reform. It will also keep the Governments regularly informed on the matter. It will thus continue its task, which has always consisted, not in any particular propaganda, but in the impartial enlightenment of public opinion on an economic and social problem which, as experience has shown, and whatever the arguments advanced for or against the reform of the calendar, arouses a lively interest in a large number of countries throughout the world.

[Communiqué au Conseil et
aux Membres de la Société.]

N° officiel : C. 176 (a). M. 65 (a). 1931. VIII.

Genève, octobre 1931.

SOCIÉTÉ DES NATIONS

ORGANISATION DES COMMUNICATIONS
ET DU TRANSIT

FIGURES

ANNEXÉES AU

PROJET DE RÈGLEMENT RELATIF
AU JAUGEAGE DES NAVIRES

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS
AND TRANSIT

FIGURES

ANNEXED TO THE

DRAFT REGULATIONS FOR TONNAGE
MEASUREMENT OF SHIPS

Série de Publications de la Société des Nations

VIII. COMMUNICATIONS ET TRANSIT

1931. VIII. 20. ✓

FIGURES ANNEXÉES AU PROJET DE RÈGLEMENT
RELATIF AU JAUGEAGE DES NAVIRES

FIGURES ANNEXED TO THE DRAFT REGULATIONS
FOR TONNAGE MEASUREMENT OF SHIPS

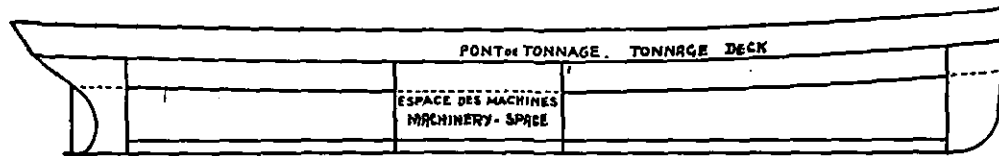


FIG: 1

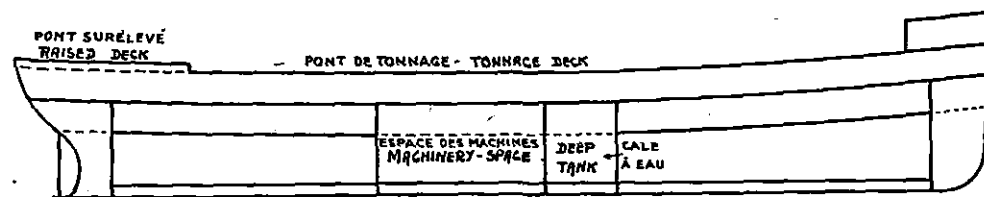


FIG: 2

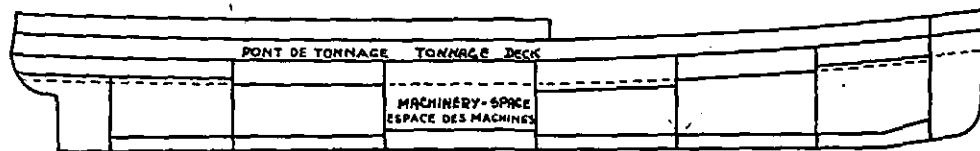


FIG: 3

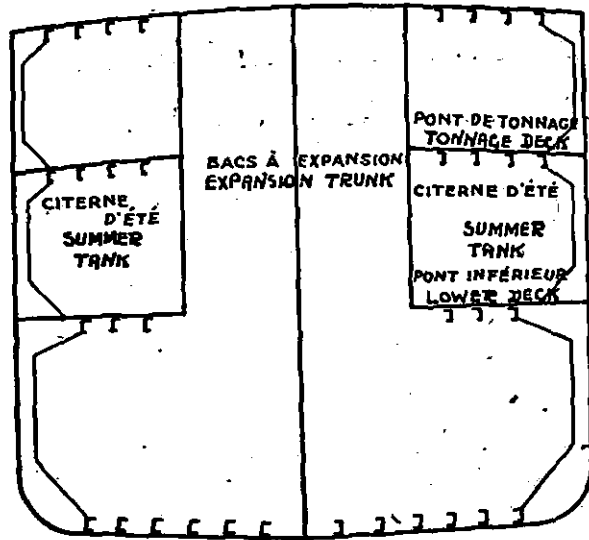


FIG: 4

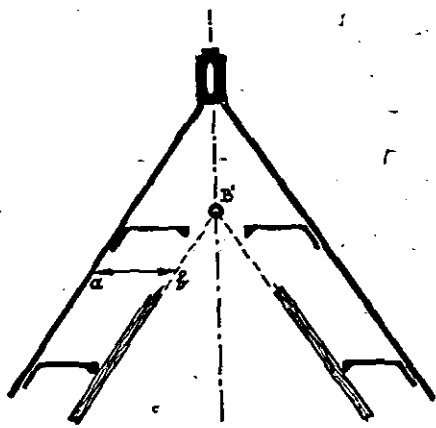


FIG: 5

B' = Point avant extrême sur la face supérieure du pont de tonnage.
 ab = Hauteur de la membrure + épaisseur du vaigrage, mesurées horizontalement.

B' = Extreme point forward situated on the upper side of the tonnage deck.
 ab = Depth of frame + thickness of ceiling measured horizontally.

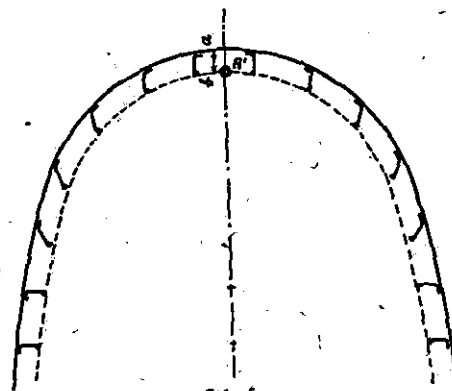
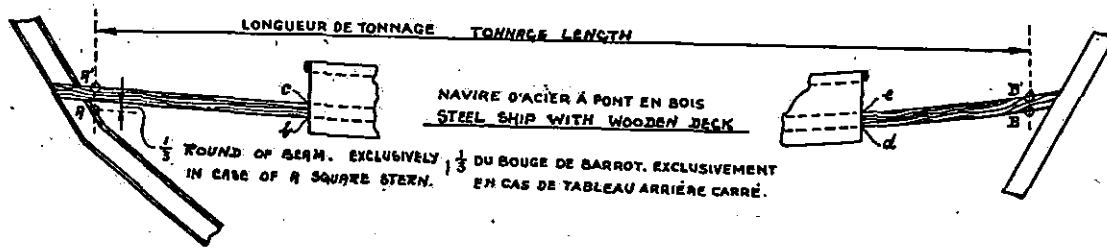


FIG: 6

A' = Point arrière extrême sur la face supérieure du pont de tonnage.
 ab = Hauteur de la membrure mesurée horizontalement (il n'y a pas de vaigrage).

A' = Extreme point aft situated on the upper side of the tonnage deck.
 ab = Depth of frame, measured horizontally (no ceiling fitted).



(VOIR NOTE À L'ARTICLE 15)
FIG: 7 (SEE NOTE TO ARTICLE 15)

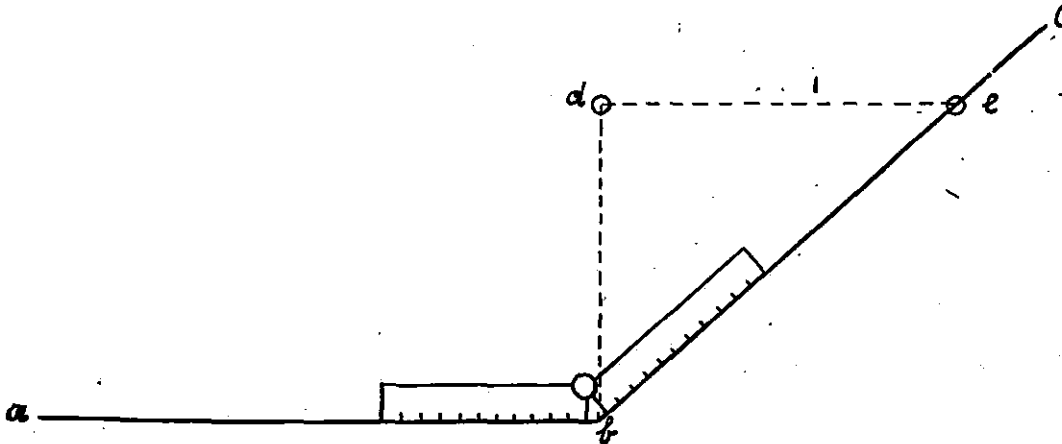


FIG: 8

a b c représente l'angle d'élançement et *a b* la face supérieure du pont de tonnage. *b c* représente selon le cas la face arrière de l'étrave, ou la face intérieure des tôles à l'arrière. La perpendiculaire *b d* représente l'épaisseur du pont de tonnage. Les points B' ou A' des fig. 5 et 6 doivent alors être déplacés selon le cas vers l'avant ou vers l'arrière d'une distance égale à *d e* représentant l'élançement dans l'épaisseur du pont.

a b c represents the angle of rake and *a b* the upper side of the tonnage deck. *b c* represents the aft side of the stem or the inside of the shell-plating at the stern, as the case may be. The perpendicular *b d* represents the thickness of the tonnage deck. The points B' or A' as shown in Fig' 5 and 6 are then to be moved, forward or aft, as the case may be, for a distance equal to *d e* representing the rake in the thickness of the deck.

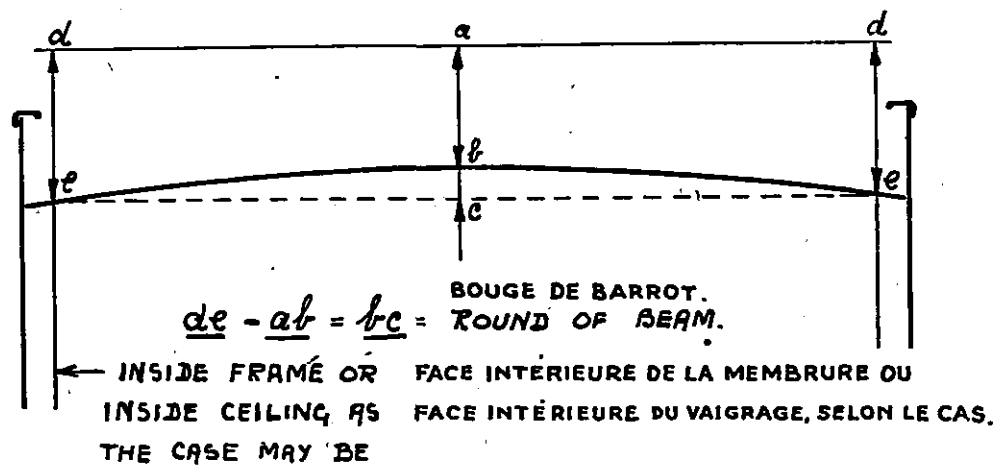


FIG: 9

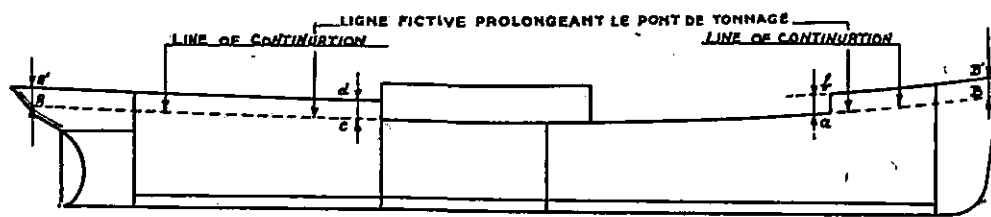


FIG: 10

$A A' = cd$ = Hauteur de la demi-dunette, $B B' = ab$ = Hauteur de l'avant-pont surélevé.

Si l'avant ou l'arrière sont de forme carrée on ajoutera, en manière de rectification un tiers du bouge de barrot à ab ou cd .

$A A' = cd$ = Height of raised quarter-deck. $B B' = ab$ = Height of raised fore-deck. If square-bowed and/or square-sterned, the heights ab and cd should be corrected by adding one-third round of beam.

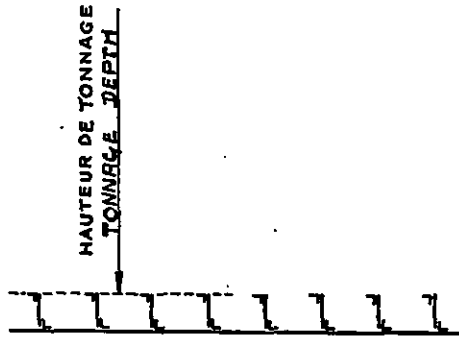


FIG: 11

SINGLE BOTTOM. SOLID FLOORS ON EVERY FRAME.

FOND SIMPLE. VARANQUES PLEINES À CHAQUE MEMBRURE.

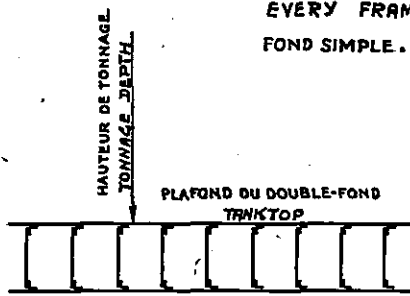


FIG: 12

DOUBLE BOTTOM. SOLID FLOORS ON EVERY FRAME.

DOUBLE-FOND. VARANQUES PLEINES À CHAQUE MEMBRURE.

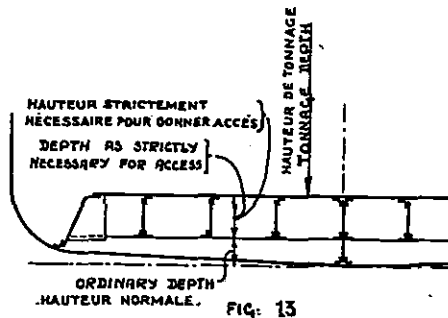


FIG: 13

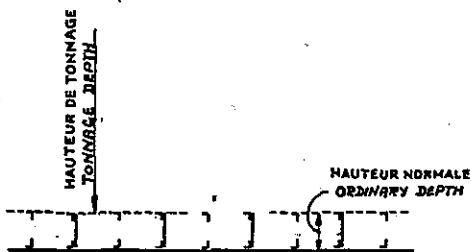


FIG: 14

SOLID FLOORS ON EVERY 2ND FRAME.
VARANQUES PLEINES À CHAQUE 2^{ME} MEMBRURE.

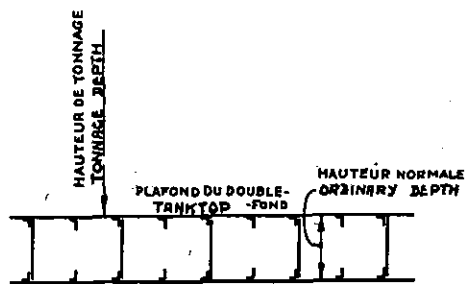


FIG: 15

SOLID FLOORS ON EVERY 2ND FRAME.
VARANQUES PLEINES À CHAQUE 2^{ME} MEMBRURE.

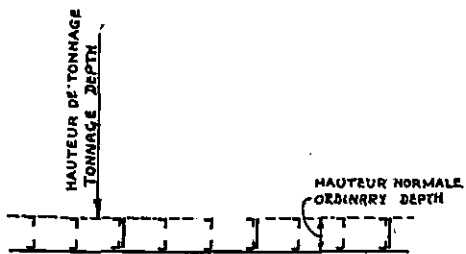


FIG: 16

SOLID FLOORS ON EVERY 3RD FRAME.
VARANQUES PLEINES À CHAQUE 3^{ME} MEMBRURE.

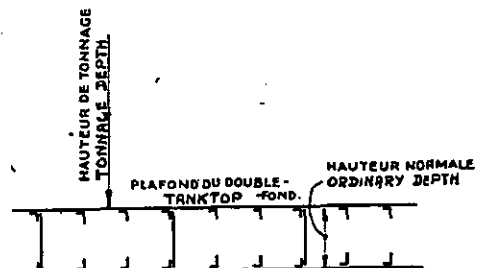


FIG: 17

SOLID FLOORS ON EVERY 3RD FRAME.
VARANQUES PLEINES À CHAQUE 3^{ME} MEMBRURE.

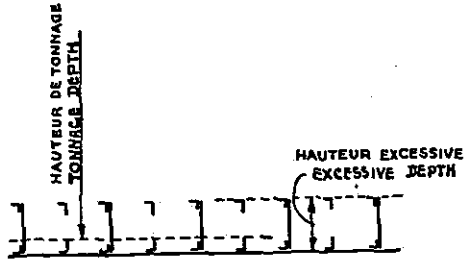


FIG: 18

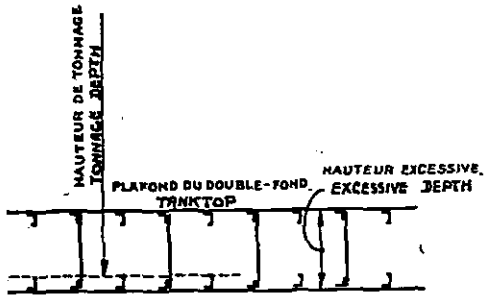


FIG: 19

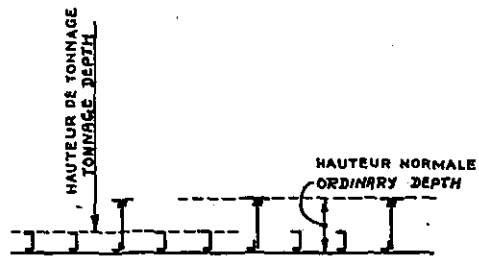


FIG: 20
DEEPER FLOORS MORE THAN 2 FRAME-
SPACES APART.
HAUTES VARANGUES À UNE DISTANCE DE PLUS
DE 2 ESPACEMENTS DE MEMBRURES.

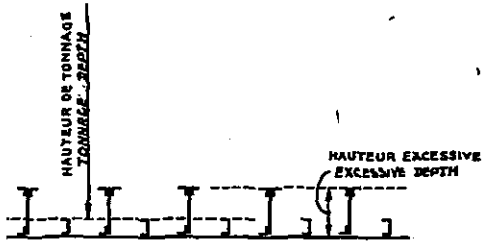


FIG: 21
DEEPER FLOORS OF EXCESSIVE DEPTH.
HAUTES VARANGUES DE HAUTEUR EXCESSIVE.

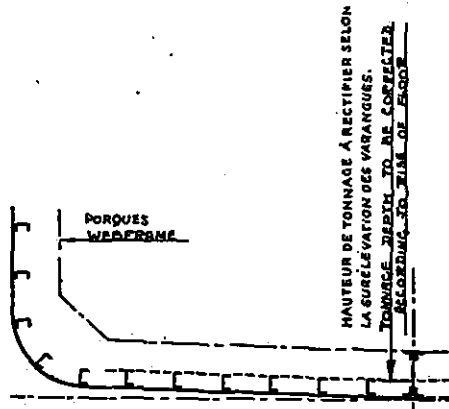


FIG: 22

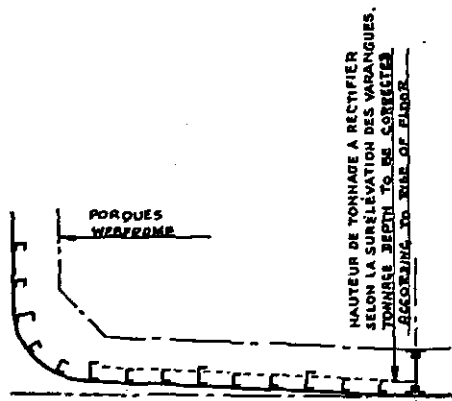


FIG: 23

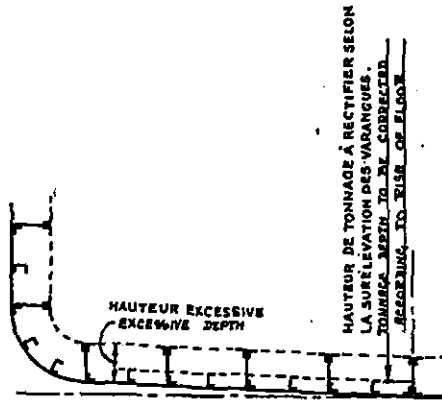


FIG: 24

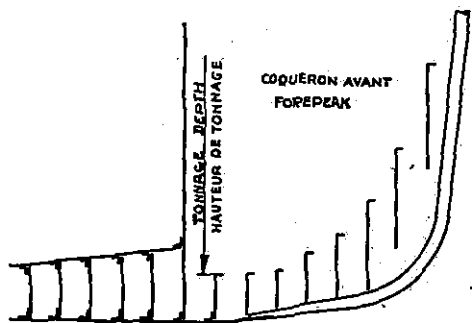


FIG. 25

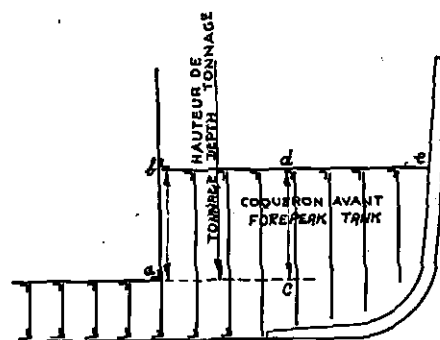


FIG. 26

$a b, c d$ = Profondeur du coqueron lorsque cet espace est mesuré pour la déduction.

$a b, c d$ = Depth of peak tank when measuring this space as a deduction.

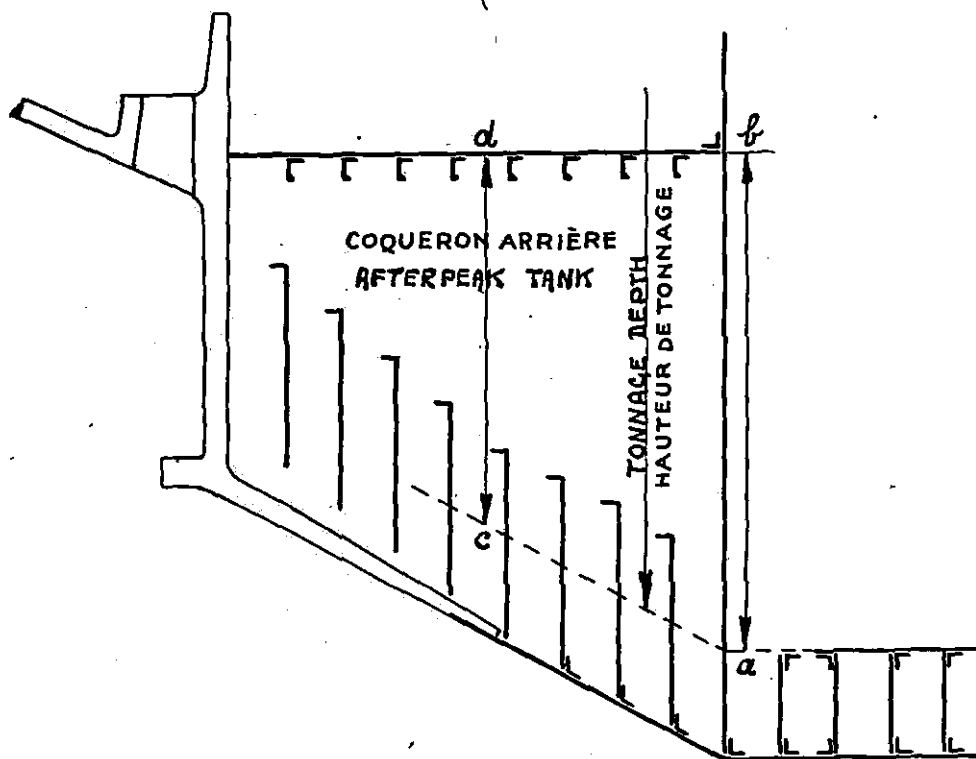
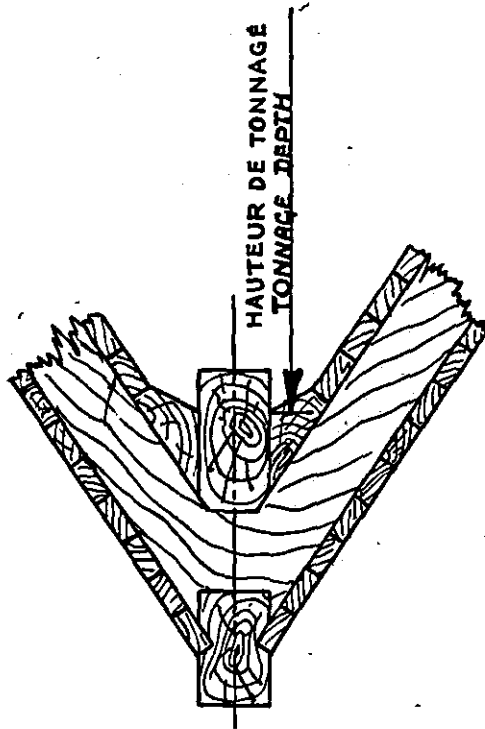
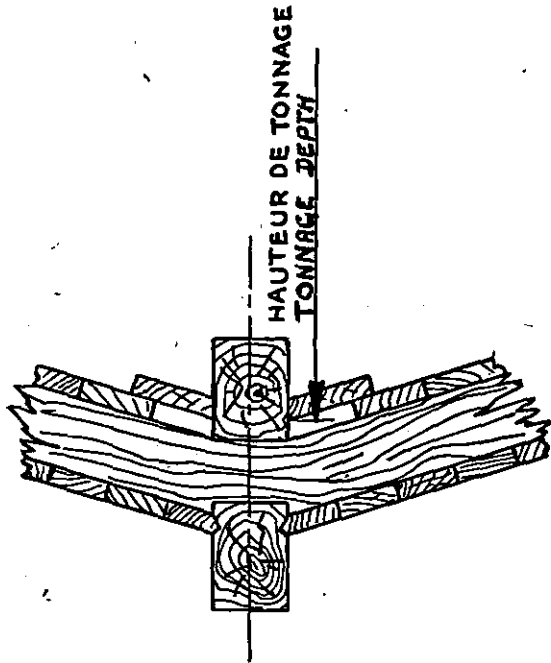


FIG. 27

$a b, c d$ = Profondeur du coqueron lorsque cet espace est mesuré pour la déduction.

$a b, c d$ = Depth of peak tank when measuring this space as a deduction.



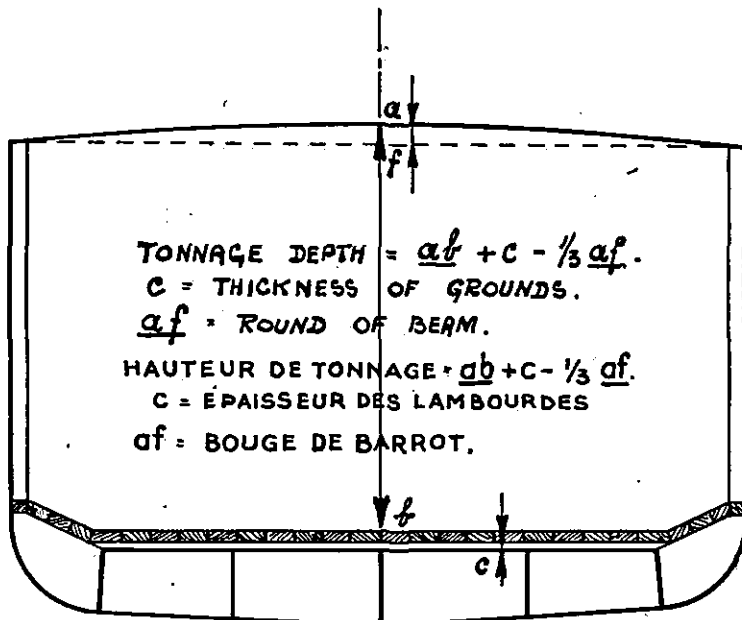


FIG: 30

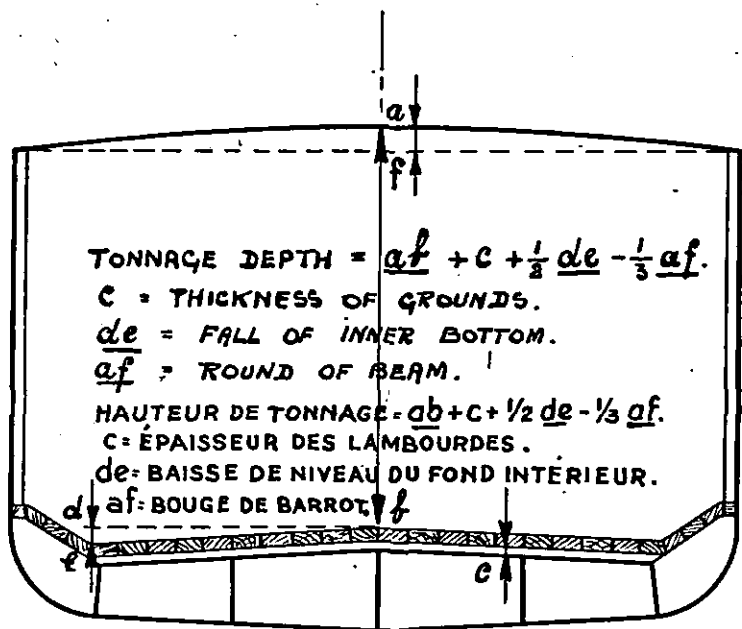


FIG: 31

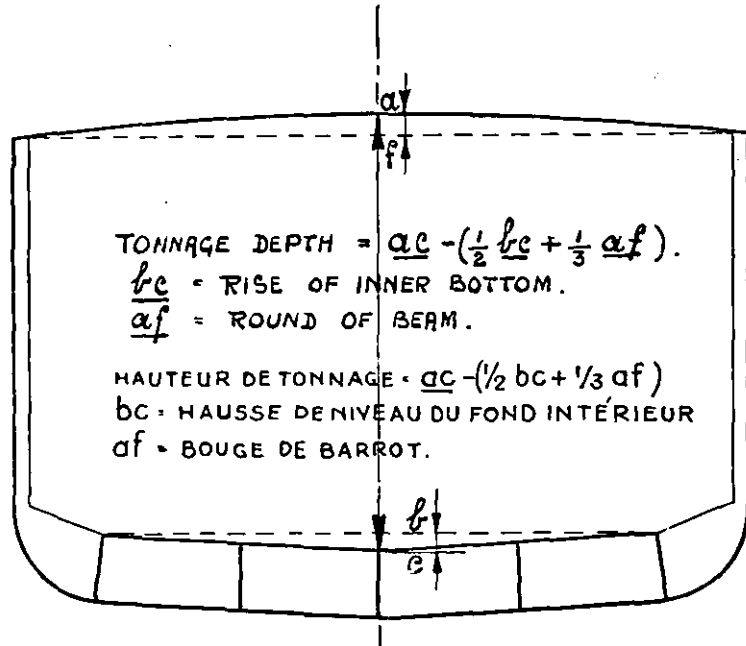


FIG: 32

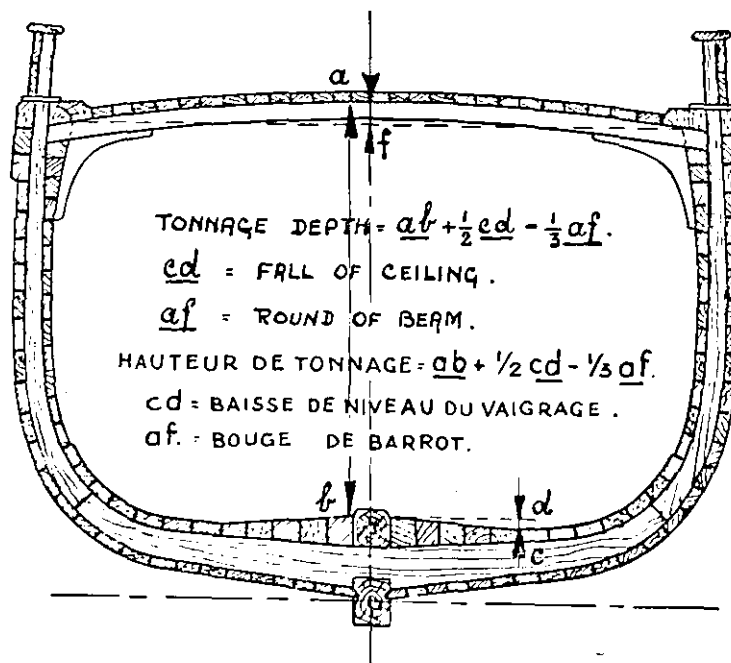


FIG: 33

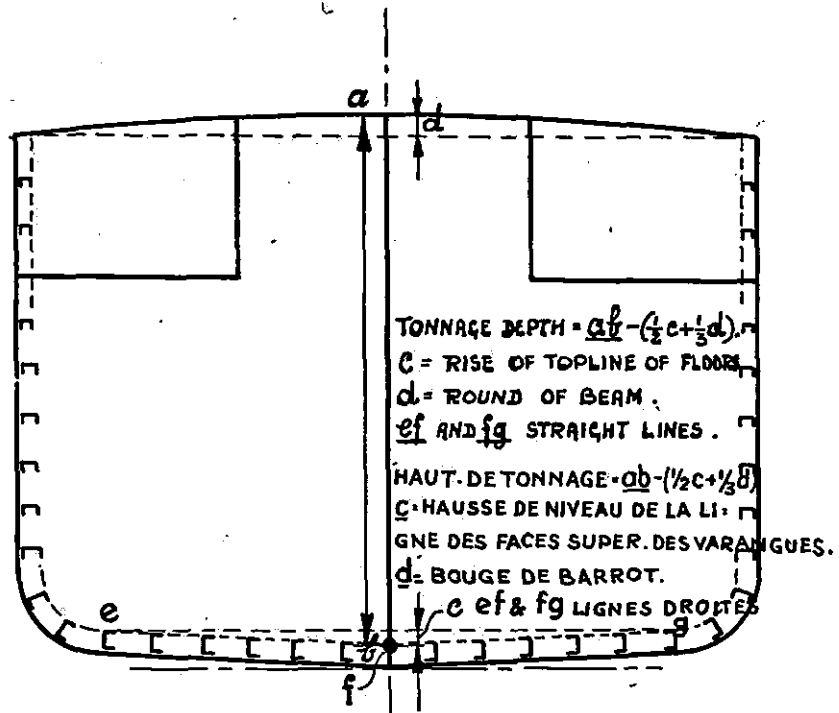


FIG: 34

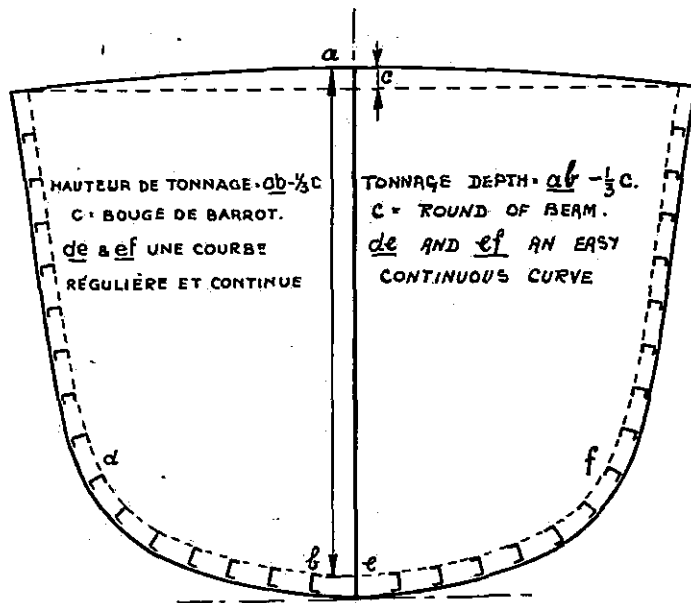


FIG: 35

abcd À MESURER SÉPARÉMENT ET À AJOUTER
AU VOLUME PRINCIPAL.

abcd TO BE MEASURED SEPARATELY
AND TO BE ADDED TO THE UNDERDECK
TONNAGE.

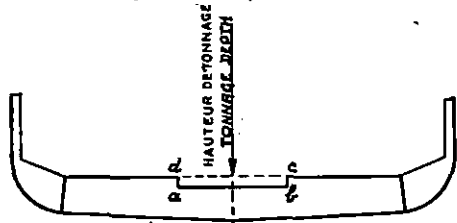


FIG: 36

abcd À MESURER SÉPARÉMENT ET À DÉDUIRE
DU VOLUME PRINCIPAL.

abcd TO BE MEASURED SEPARATELY
AND TO BE DEDUCTED FROM THE UNDERDECK
TONNAGE.

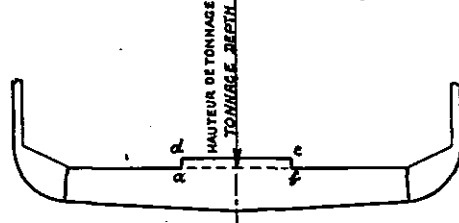
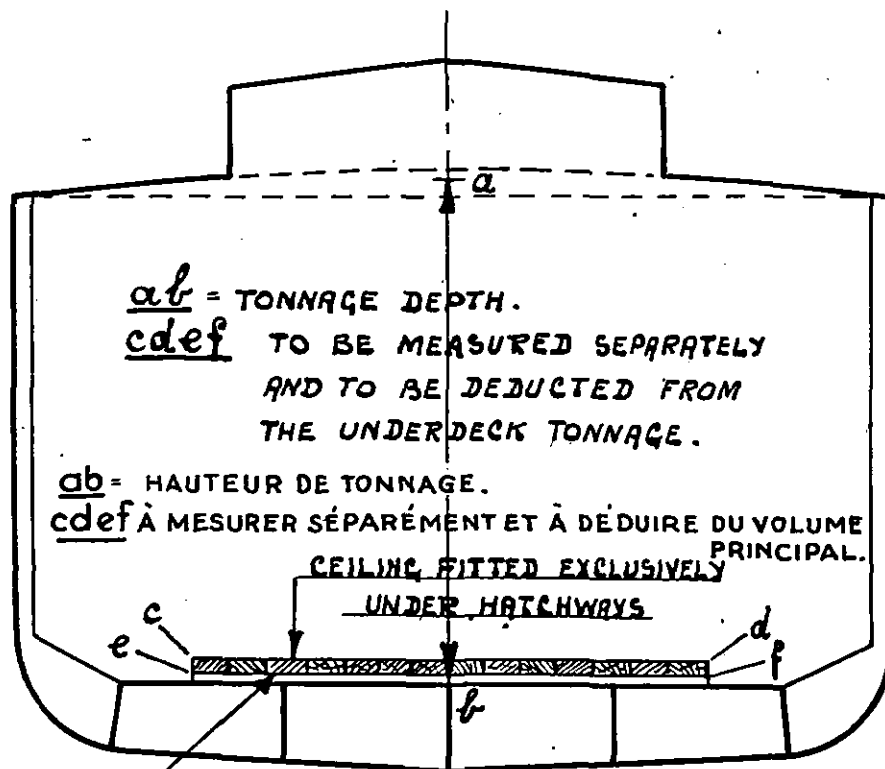


FIG: 37



VAIRAGE AMÉNAGÉ EXCLUSIVEMENT, AU-DESSOUS DES
ÉCOUTILLES.

FIG: 38

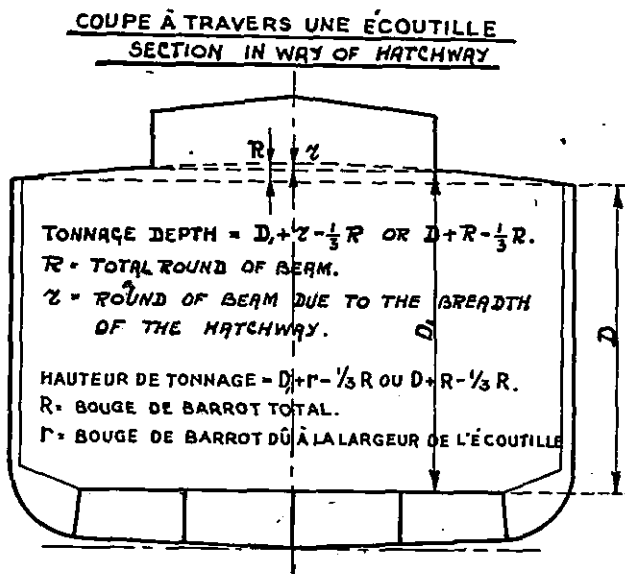


FIG: 39

On mesure R ou r aux hiloires avant et arrière et, si les deux valeurs ainsi obtenues ne sont pas égales, le bouge de barrot utilisé pour la détermination de la hauteur de tonnage devra être représenté par un chiffre proportionnel entre les bouges de barrot mesurés aux hiloires avant et arrière d'après les distances entre la coupe et chacune de ces hiloires.

R or r are measured at both end coamings and, if the thus-obtained values are not equal, the round of beam used for ascertaining the tonnage depth should be proportionate between the rounds of beam at the end coamings according to the distances of the sections to the end coamings.

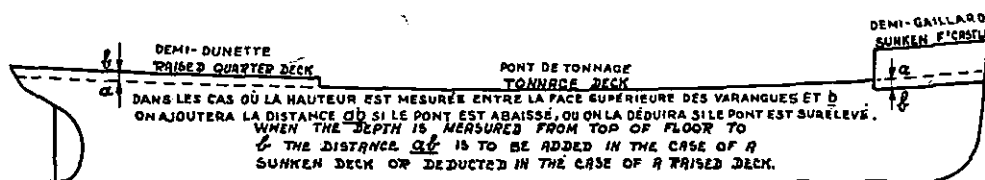


FIG: 40

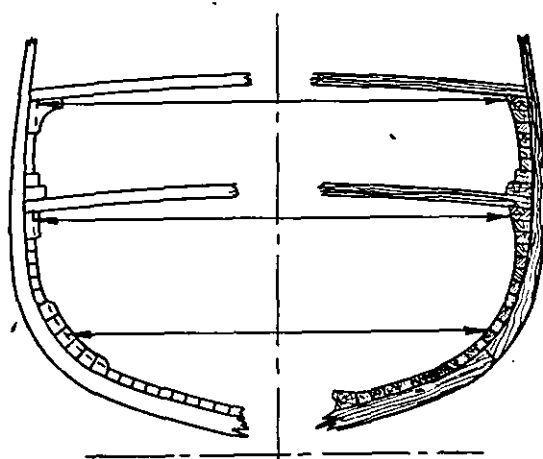


FIG: 41

FIG. 45

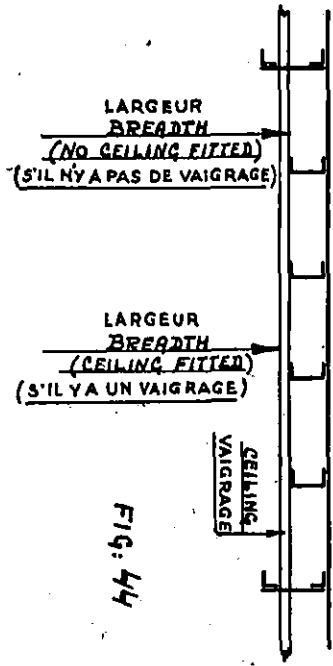
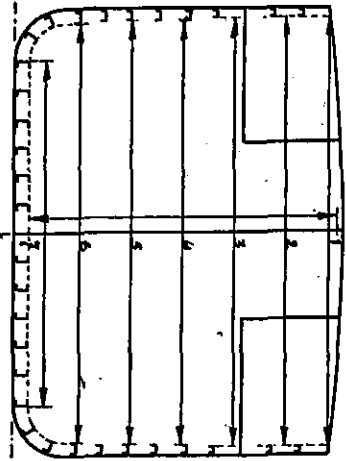


FIG. 44

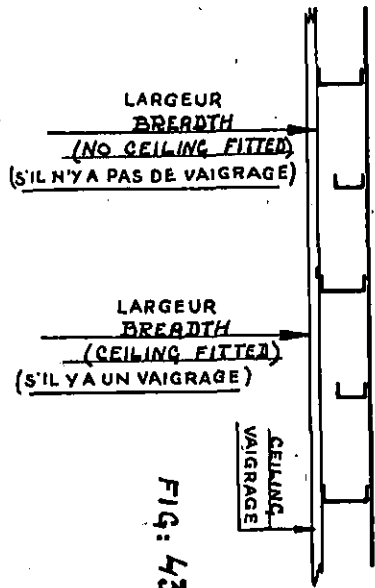
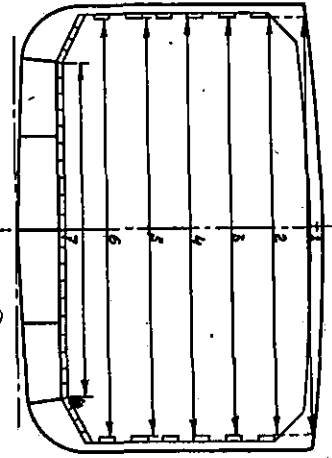


FIG. 43

FIG. 42



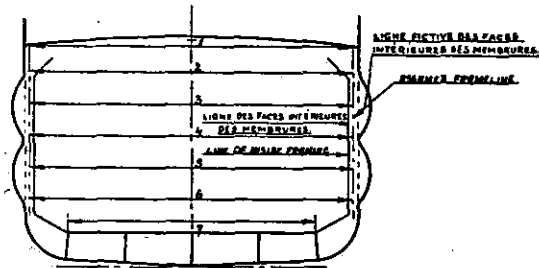


FIG. 46

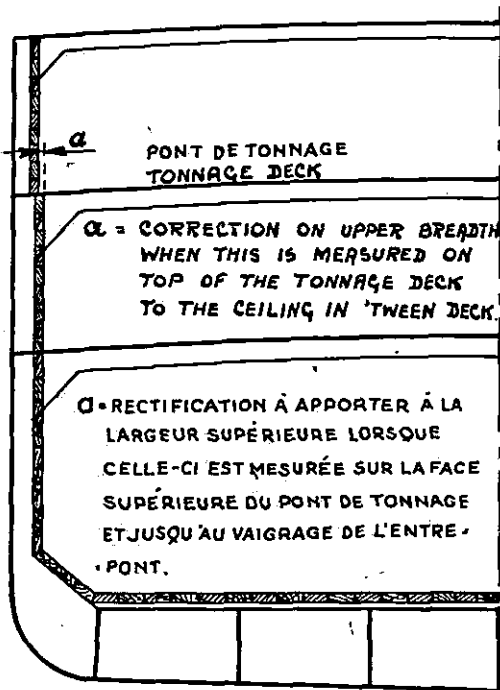


FIG. 47

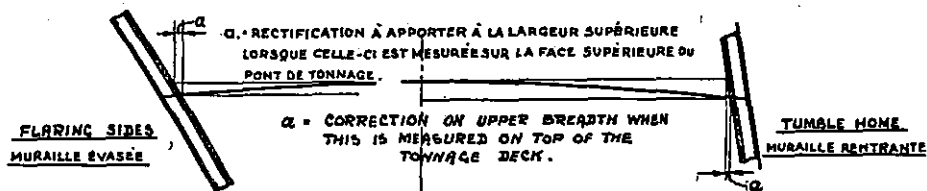


FIG. 48

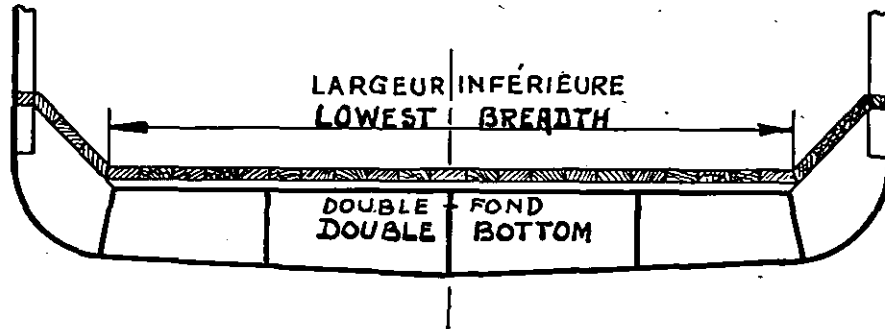


FIG: 49

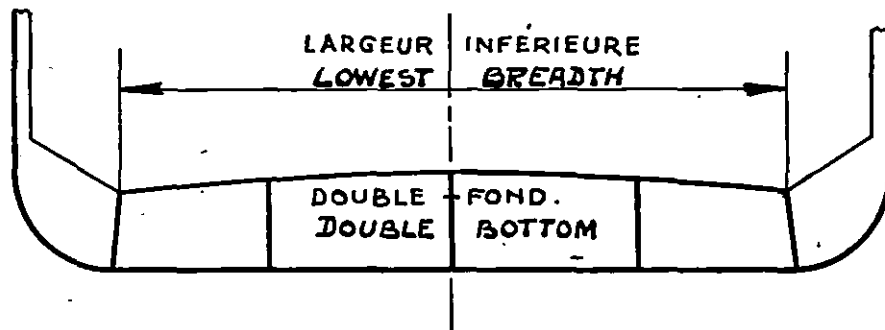


FIG: 50

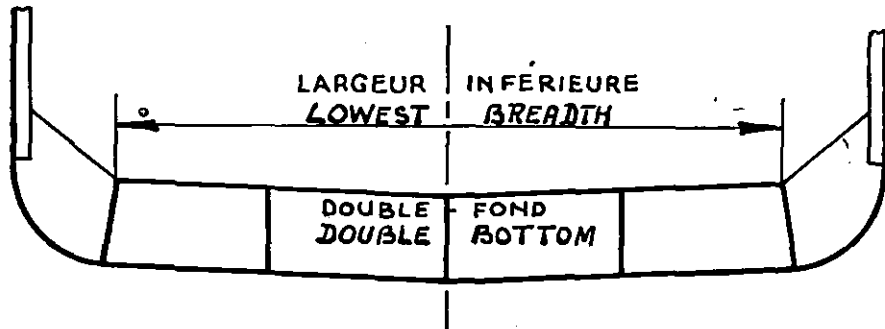


FIG: 51

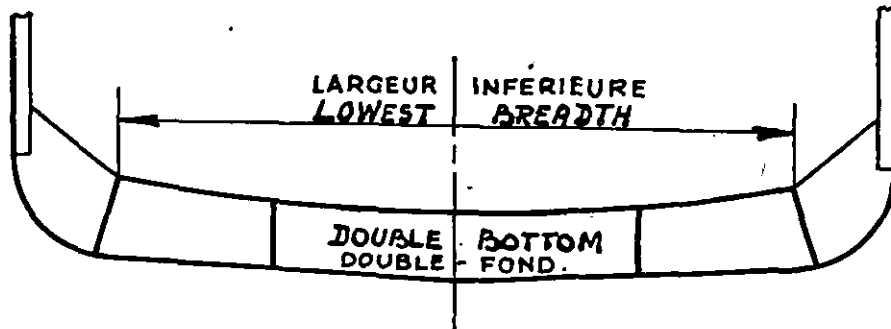


FIG: 52

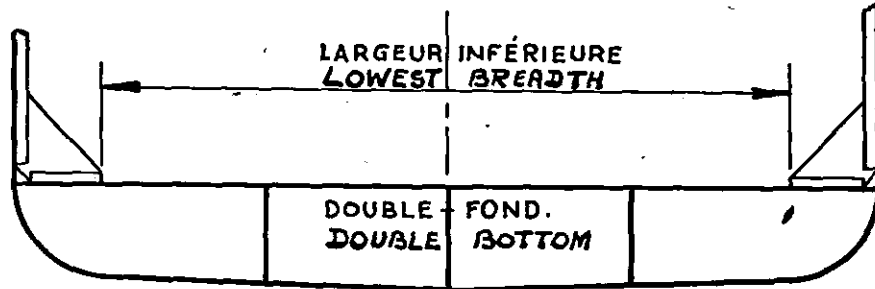


FIG: 53

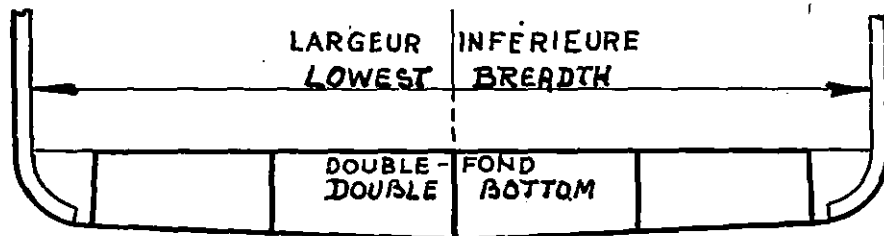


FIG: 54

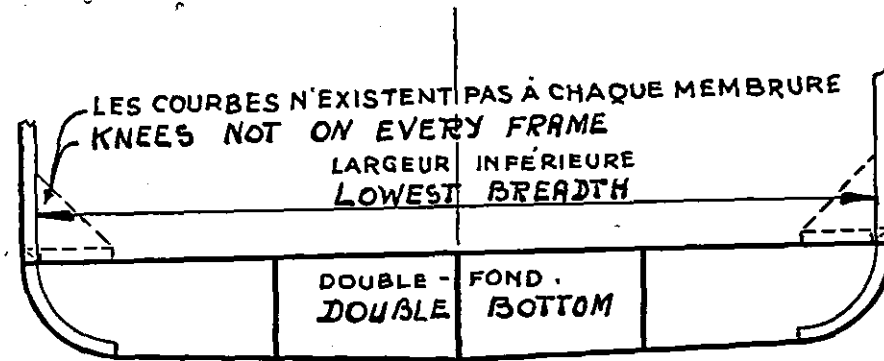


FIG: 55

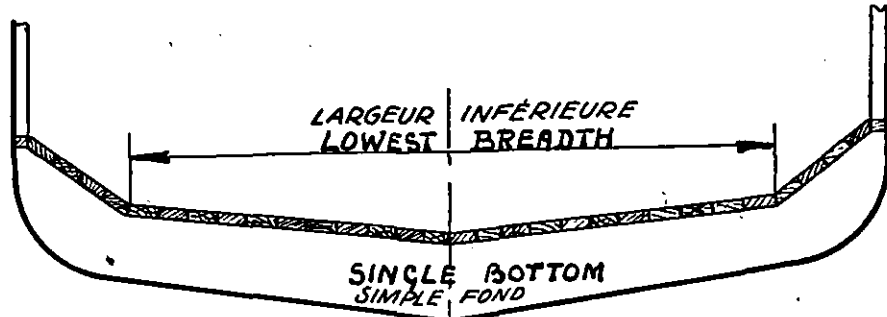


FIG: 56

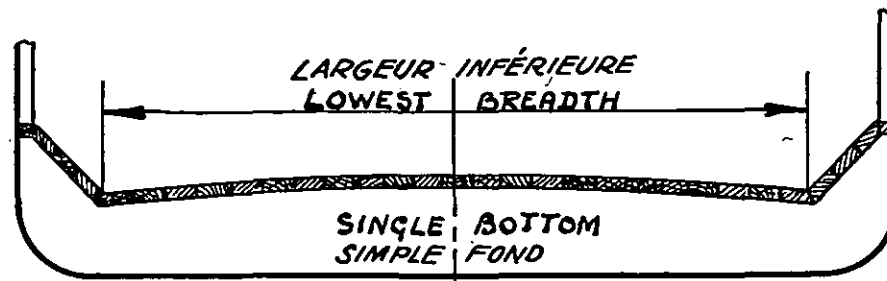


FIG: 57

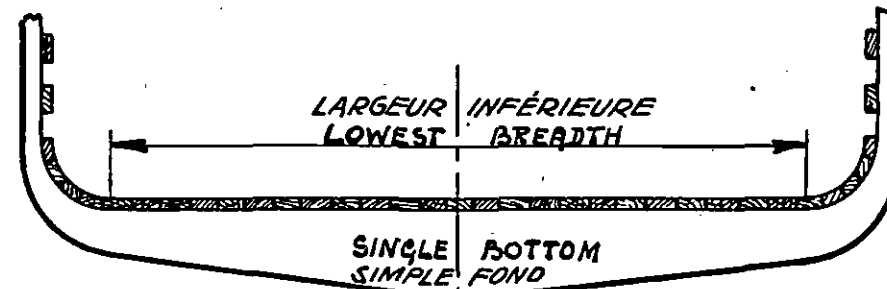


FIG: 58

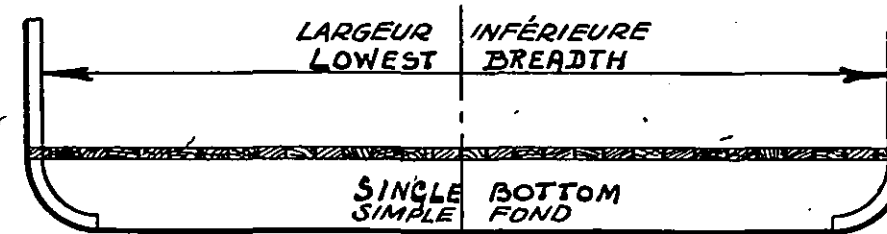


FIG: 59

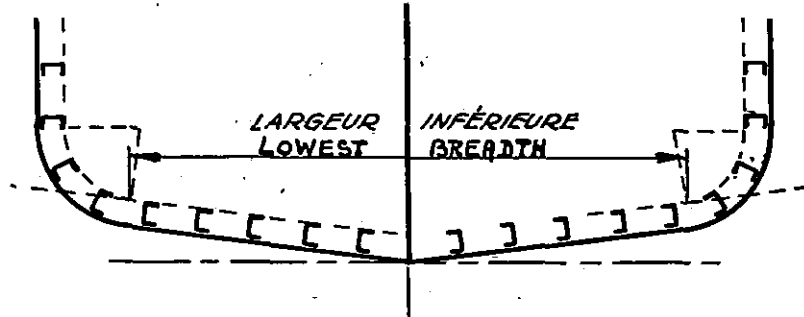


FIG: 60

LARGEUR INFÉRIEURE = 0
LOWEST BREADTH = 0

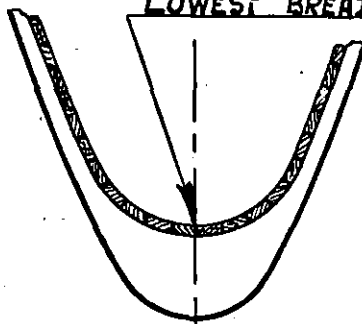


FIG: 61

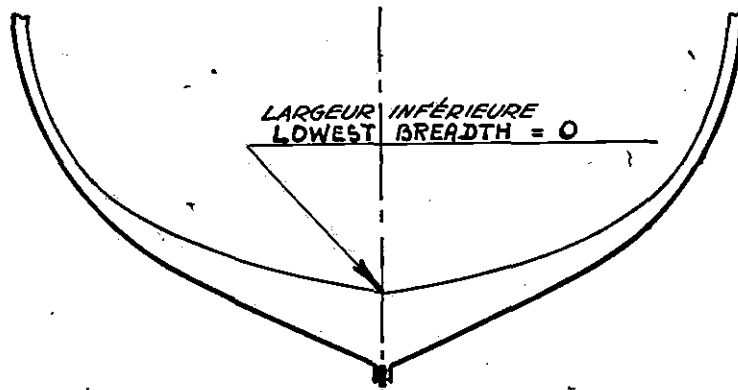


FIG: 62

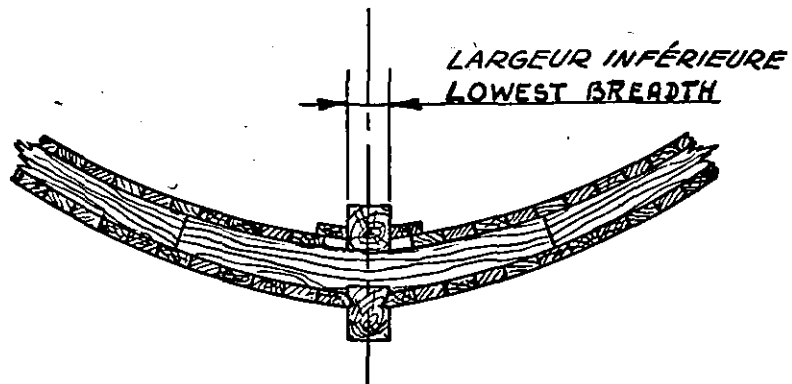


FIG: 63

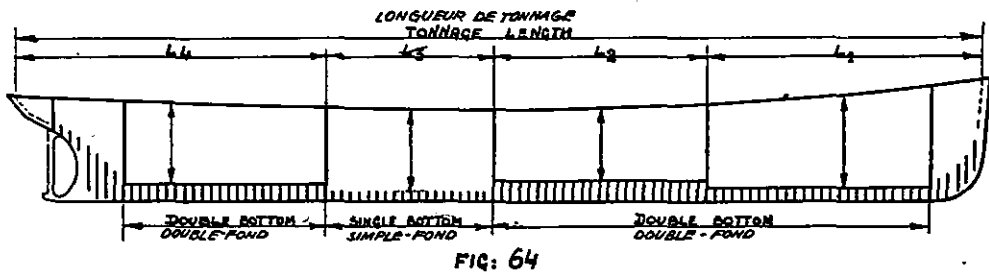


FIG: 64

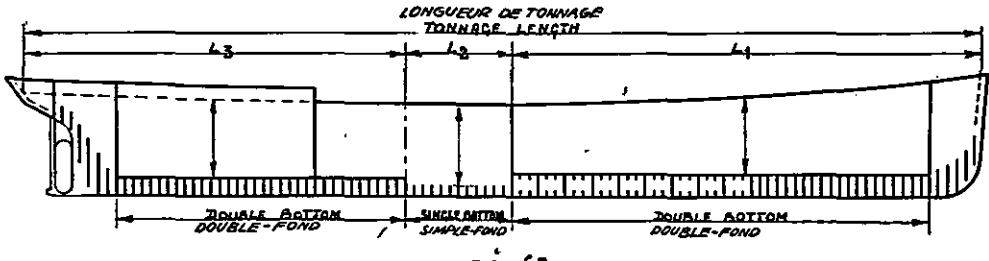


FIG: 65

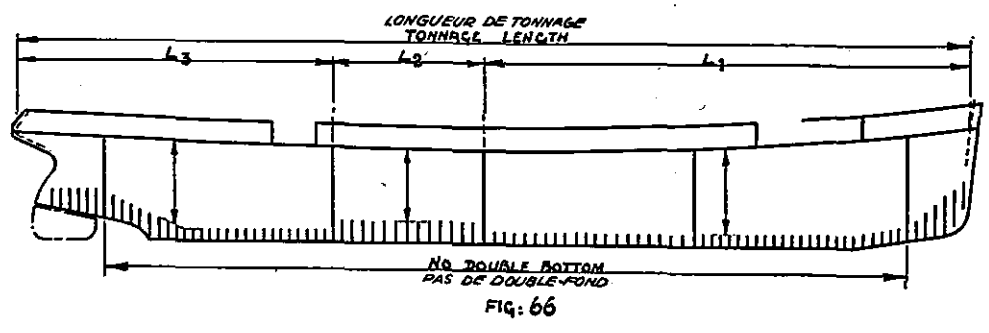


FIG: 66

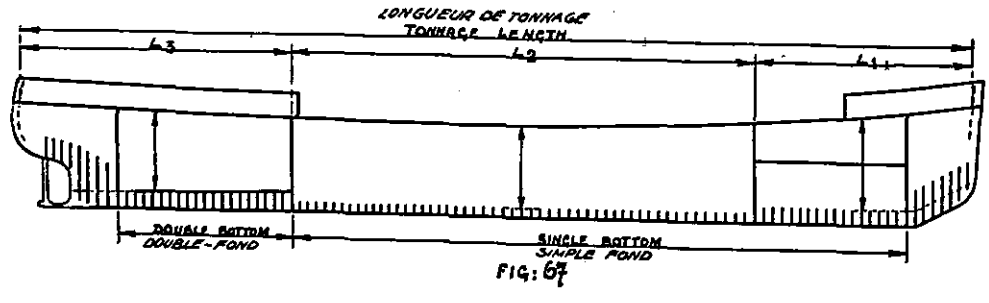


FIG: 67

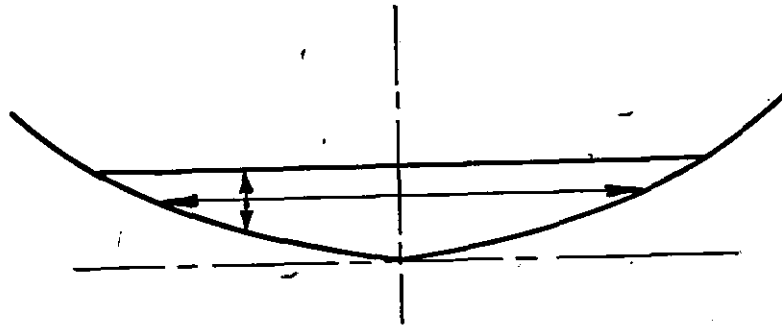


FIG: 69

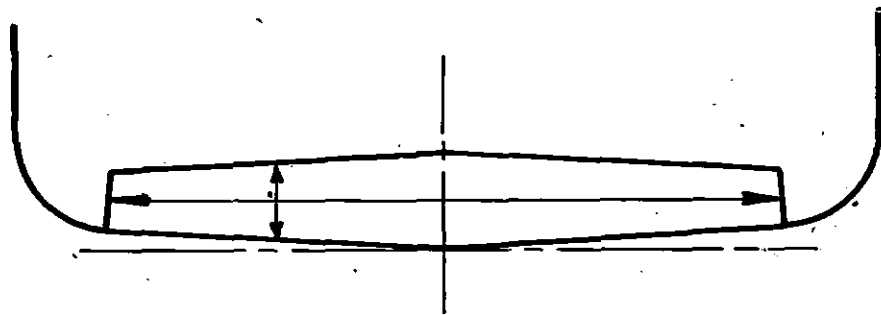


FIG: 70

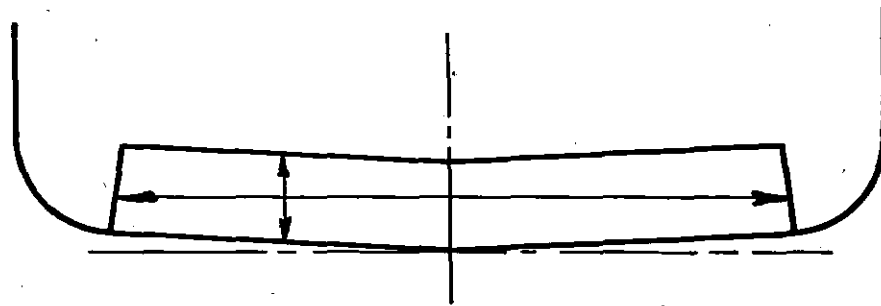


FIG: 71

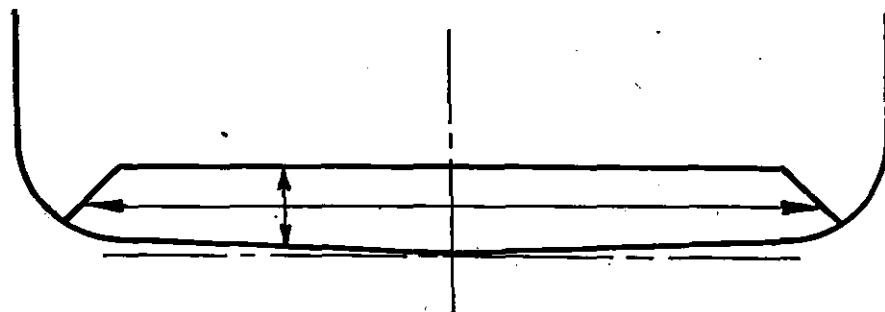


FIG: 72

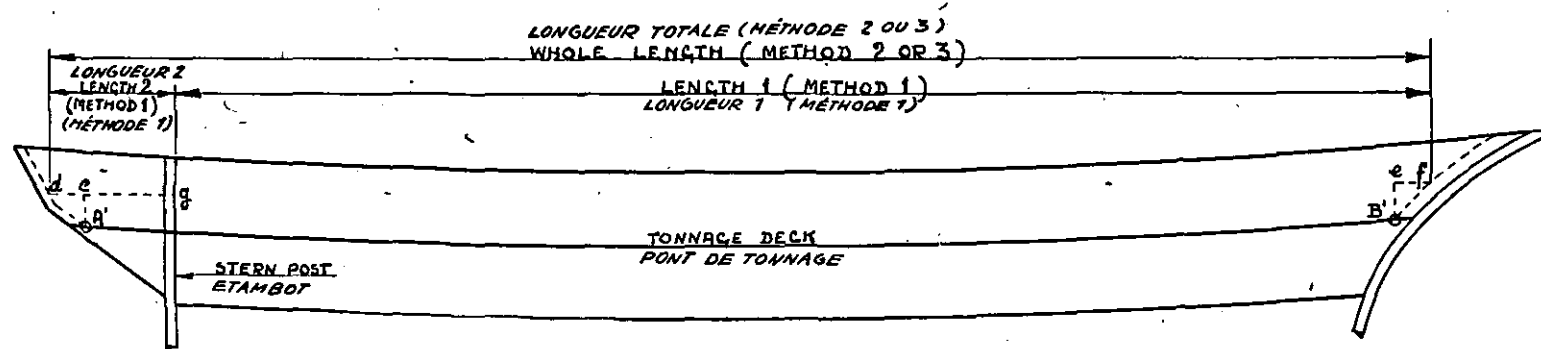
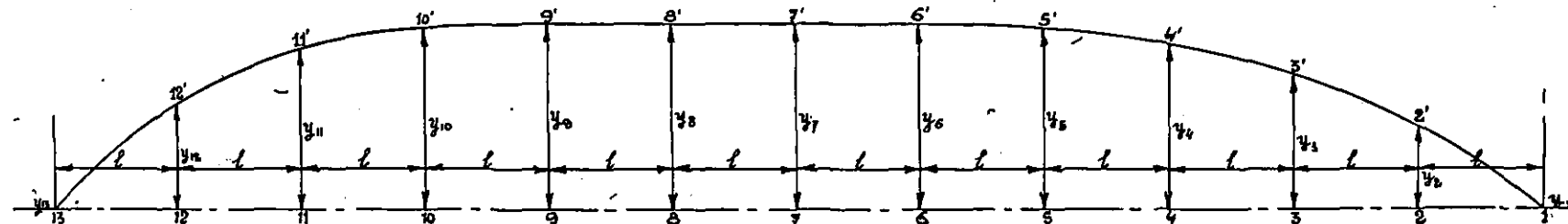


FIG: 73

La longueur totale de l'espace d'entrepont = $A'B' + cd + ef$. $A'B'$ = longueur de tonnage. cd et ef = Additions à apporter à la longueur de tonnage. fg = Longueur 1. gd = Longueur 2.

The whole length of the 'tween-deck space = $A'B' + cd + ef$. $A'B'$ = Tonnage length. cd and ef = Additions to be applied to the tonnage length. fg = Length 1. gd = Length 2.

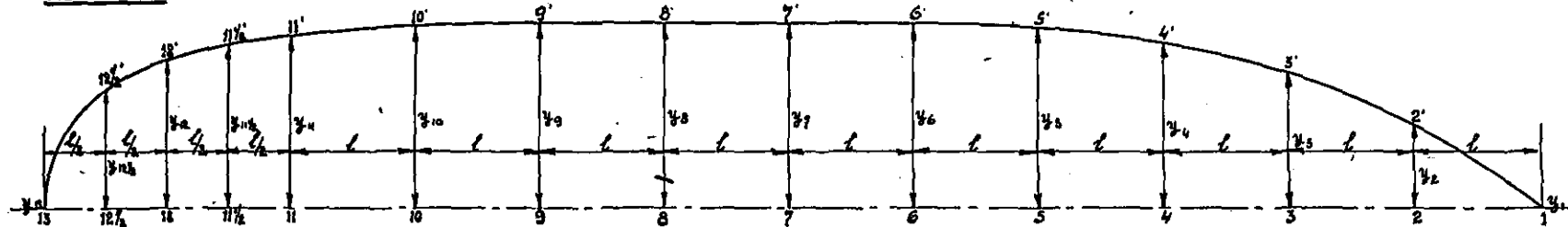


$$\begin{aligned} \text{'TWEEN DECK SPACE} &= (\text{MEAN HEIGHT}) \times \frac{1}{3} l (y_1 + 4y_2 + 2y_3 + 4y_4 + 2y_5 + 4y_6 + 2y_7 + 4y_8 + 2y_9 + \\ \text{ESPACE D'ENTREPONT} &= (\text{HAUTEUR MOYENNE}) \times \frac{1}{3} l (y_1 + 4y_2 + 2y_3 + 4y_4 + 2y_5 + 4y_6 + 2y_7 + 4y_8 + 2y_9 + \\ &+ 4y_{10} + 2y_{11} + 4y_{12} + y_{13}). \end{aligned}$$

TO APPLY IN THE CASE OF A 'TWEEN DECK SPACE, THE AFTER PART OF WHICH HAS A SHAPE SIMILAR TO THE FORE PART. — A EMPLOYER DANS LE CAS D'UN ESPACE D'ENTREPONT DONT LA PARTIE ARRIERE A UNE FORME SEMBLABLE A CELLE DE LA PARTIE AVANT

FIG: 74

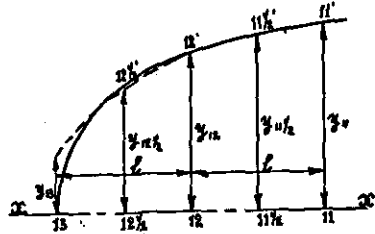
MÉTHODE
METHOD 2



NOTE I BY CALCULATION: TWEEN DECK SPACE = (MEAN HEIGHT) $\times \frac{1}{3} l (y_1 + 4y_2 + 2y_3 + 4y_4 + 2y_5 + 4y_6 + 2y_7 + 4y_8 + 2y_9 + 4y_{10} + \frac{1}{2} y_{11} + 2y_{11\frac{1}{2}} + y_{12} + 2y_{12\frac{1}{2}} + \frac{1}{2} y_{13})$.

NOTE I PAR LE CALCUL: ESPACE D'ENTREPONT = (HAUTEUR MOYENNE)

y_{10} (BEING IN THIS CASE = 0.
ETANT EGAL DANS CE CAS A ZÉRO



NOTE II SET OFF THE HALF BREADTHS y_{11} , $y_{11\frac{1}{2}}$, y_{12} AND $y_{12\frac{1}{2}}$ AT THE POSITIONS 11, $11\frac{1}{2}$, 12 AND $12\frac{1}{2}$ PERPENDICULAR TO A BASE LINE XX ON A CONVENIENT SCALE AND DRAW A CURVE CONNECTING THE POINTS 11', $11\frac{1}{2}'$, 12' AND 13. ASCERTAIN THEREAFTER THE AREA 11-11'-12'-13 (= A) BY MEANS OF A PLANIMETER, THEN $A = (y_{11} + 4y_{12} + y_{13}) \times \frac{1}{3} l$. IN THIS CASE y_{13} IS CALCULATED FROM THE EQUATION AND ITS VALUE SHOULD BE FILLED IN THE FORMULA OF MEASUREMENT.

TWEEN DECK SPACE = (MEAN HEIGHT) $\times \frac{1}{3} l (y_1 + 4y_2 + 2y_3 + 4y_4 + 2y_5 + 4y_6 + 2y_7 + 4y_8 + 2y_9 + 4y_{10} + 2y_{11} + 4y_{12} + y_{13})$.

NOTE II REPORTER LES DEMI-LARGEURS y_{11} , $y_{11\frac{1}{2}}$, y_{12} ET $y_{12\frac{1}{2}}$ AUX POINTS 11, $11\frac{1}{2}$, 12 ET $12\frac{1}{2}$ PERPENDICULAIREMENT A LA LIGNE DE BASE XX A UNE ECHELLE APPROPRIÉE ET TRACER UNE COURBE RELIANT LES POINTS 11', $11\frac{1}{2}'$, 12' ET 13. DÉTERMINER ENSUITE LA SUPERFICIE 11-11'-12'-13 (= A) AU PLANIMÈTRE, EN CE CAS $A = (y_{11} + 4y_{12} + y_{13}) \times \frac{1}{3} l$. ON CALCULE y_{13} D'APRÈS L'ÉQUATION ET LE CHIFFRE TROUVÉ DOIT ÊTRE PORTÉ SUR LA FORMULE DE JAUGE.

FIG: 75

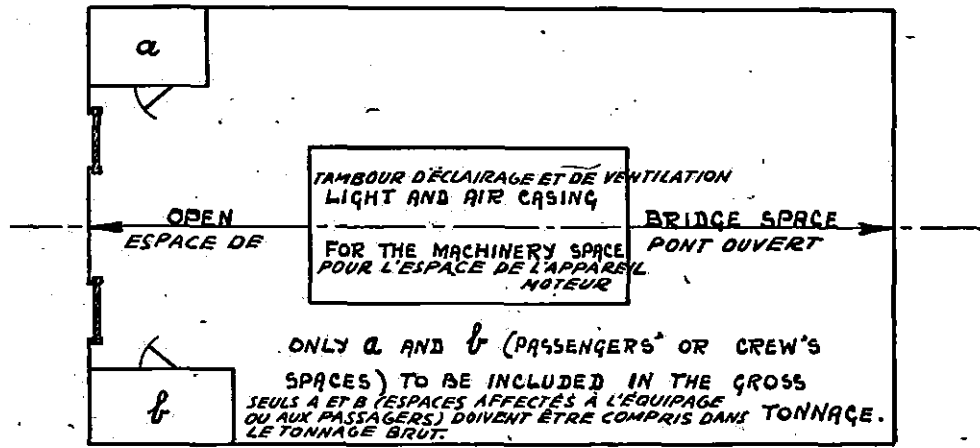


FIG: 76

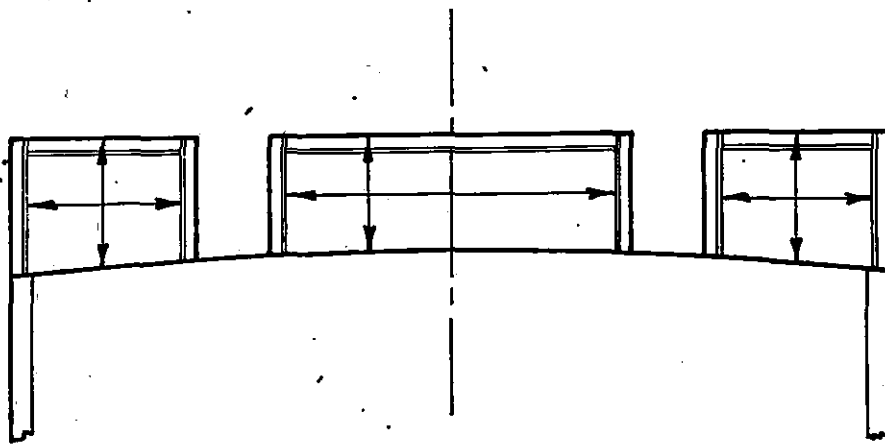
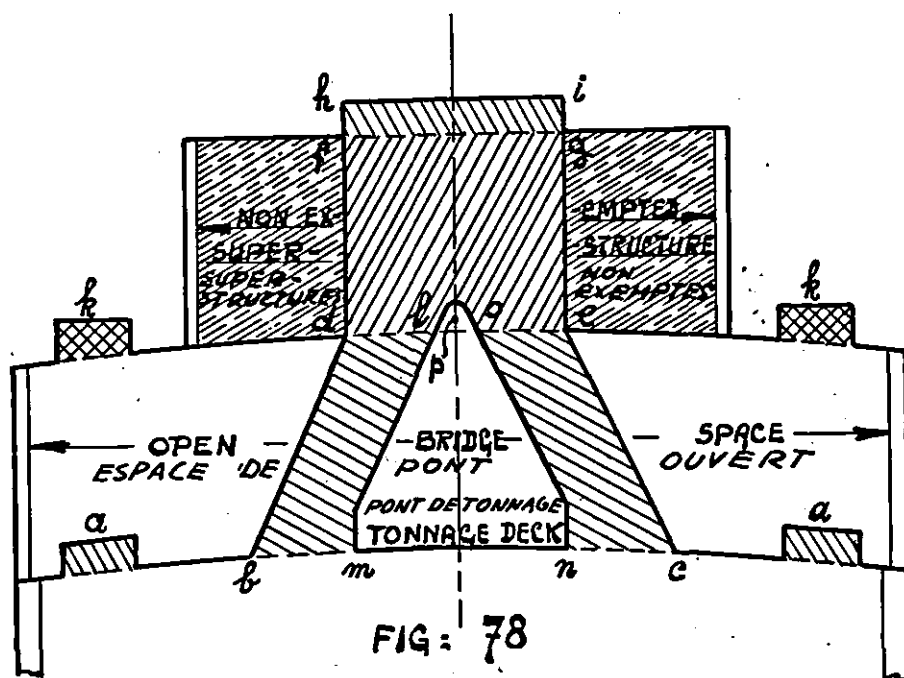


FIG: 77

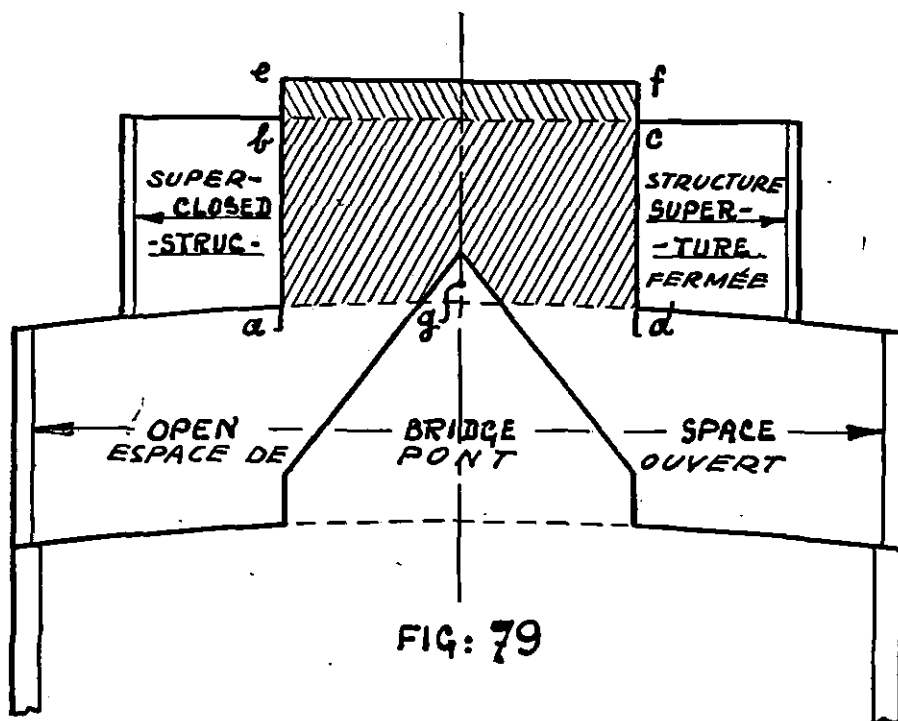


a et *f h i j* doivent être indiqués sous la rubrique « écoutilles » dans la formule de jaugeage et compris dans le volume total des écoutilles ; *k* doit être indiqué sous une rubrique spéciale de la formule de jaugeage et être exempté du tonnage brut. *b d l m* et *n o e c* étant fermés et situés dans les limites d'un espace ouvert doivent être signalés sous la rubrique « superstructures » comme étant des « trunks », dans la formule de jaugeage, et doivent être compris dans le tonnage brut avec la superstructure dans laquelle cet espace est situé.

d f g e moins *p* doit être mesuré et compris dans le tonnage brut.

a and *f h i j* to be stated under "hatchways" on the formulæ of measurement and included in the aggregate cubic capacity of the hatchways. *k* to be stated under a special heading of the formulæ of measurement and exempted from the gross tonnage. *b d l m* and *n o e c*, closed-in and situated within an open space, to be stated under superstructures as "trunks" on the formulæ of measurement and included in the gross tonnage.

d f g e less *p* to be measured and included in the gross tonnage together with the superstructure.



a b c d moins *g* et *b e f c* doivent être mesurés, indiqués sous une rubrique spéciale dans la formule de jaugeage et exemptés du tonnage brut.

a b c d less *g*, and *b e f c* to be measured, stated under a special heading of the formulæ of measurement and exempted from the gross tonnage.

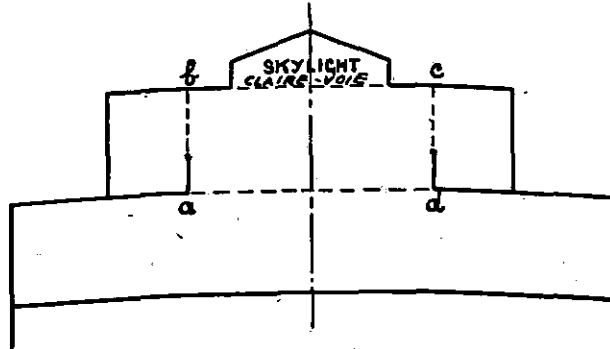


FIG: 80

La claire-voie et l'espace *a b c d* doivent être exemptés du tonnage brut.
 Skylight and *a b c d* to be exempted from the gross tonnage.

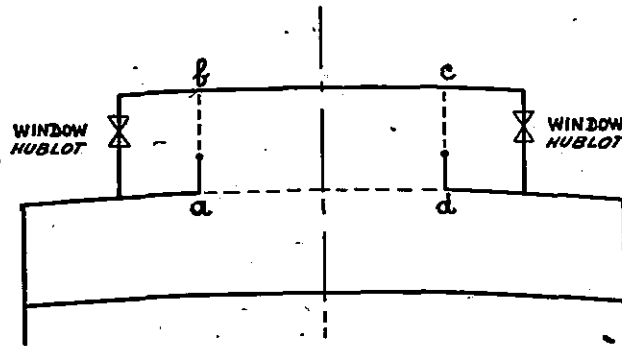


FIG: 81

L'espace *a b c d* doit être exempté du tonnage brut, car il sert exclusivement à l'éclairage et à la ventilation de l'espace situé au-dessous.

a b c d is to be exempted from the gross tonnage as serving exclusively for admission of light and air to the space below.

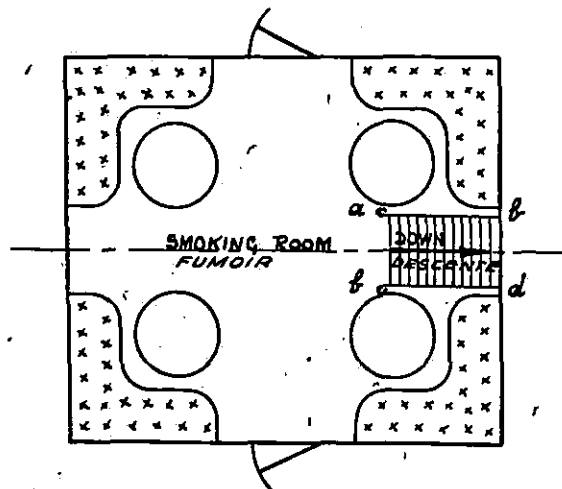


FIG: 82

Seul l'espace *a b c d* doit être exempté du tonnage brut.
 Only *a b c d* shall be exempted from the gross tonnage.

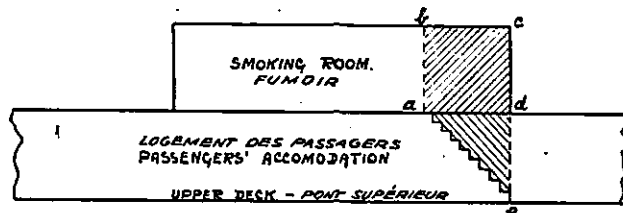


FIG: 83

Seuls les espaces *abcd* et *ade* doivent être exemptés du tonnage brut. Le mesurage du dernier espace qui en général n'est pas cloisonné s'effectue comme il est indiqué sur le graphique.

Only *abcd* and *ade* shall be exempted from the gross tonnage. Measurement of the latter, which, as a rule, is not bulkheaded off, is to be carried out as shown in the figure.

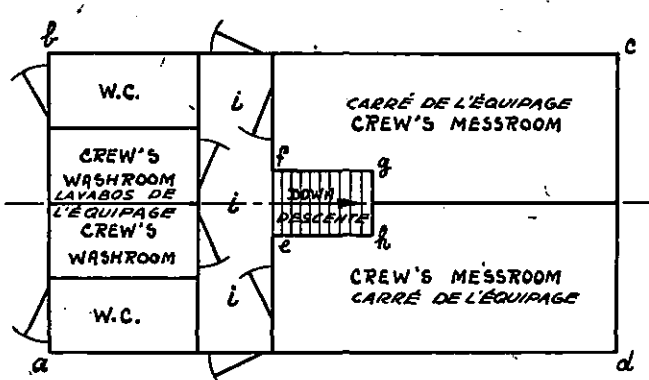


FIG: 84

L'espace *efgh* et l'escalier situé immédiatement en dessous dans une superstructure (dunette, par exemple) doivent être exemptés du tonnage brut. On mesurera *abcd* (ensemble de la superstructure, puis, séparément, *efgh*, et les deux W.-C. qui seront déduits de *abcd*; *i* doit être traité comme un couloir.

efgh and the stairway situated directly below in a superstructure (e.g., a poop) to be exempted from the gross tonnage. *abcd* (the whole superstructure) is measured, after which *efgh* and the two W.C.'s must be measured separately and deducted from *abcd*. *i* is to be treated as a passage-way.

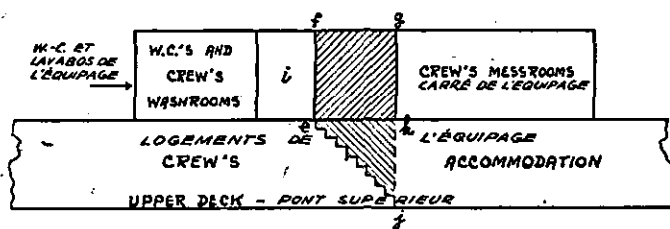


FIG: 85

efgh et *ehj* doivent être exemptés du tonnage brut.

efgh and *ehj* to be exempted from the gross tonnage.

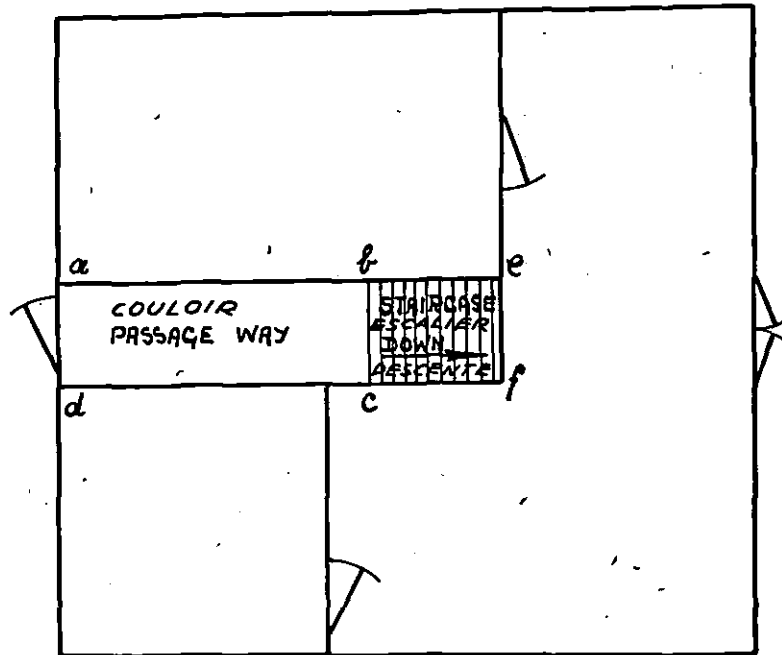


FIG: 86

befc doit être exempté du tonnage brut.
abcd ne doit pas être exempté du tonnage brut.
befc exempted.
abcd not exempted.

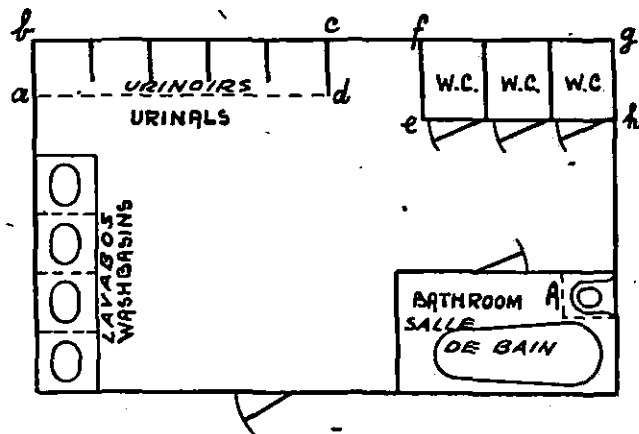


FIG: 87

Avec ce dispositif, seuls les urinoirs *abcd* et les W.-C. *efgh*, plus l'espace de W.-C. marqué A sont à exempter du tonnage brut.

In this case only the urinals *abcd* and W.C.'s *efgh* and the W.C. indicated by A shall be exempted from the gross tonnage.

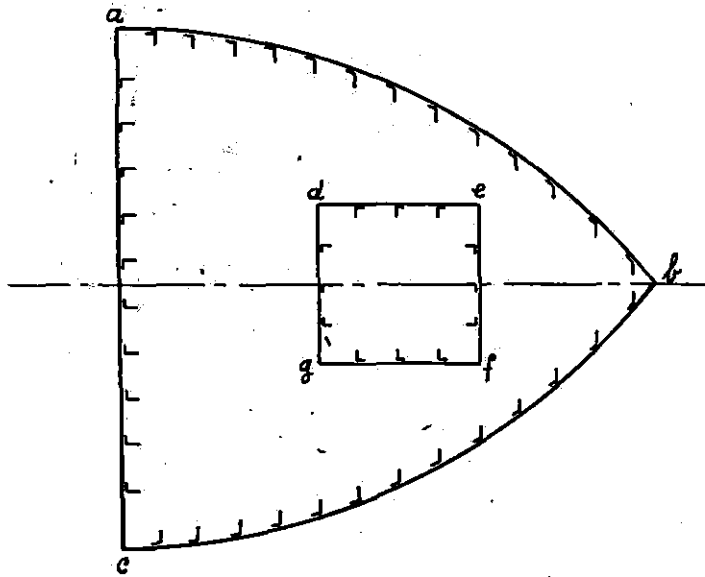


FIG: 88

abc est une superstructure fermée (gaillard).
defg est un puits aux chaînes et doit être exempté (à mesurer extérieurement).
abc is a closed superstructure (forecastle).
defg is a chain-locker and is to be exempted (externally measured).

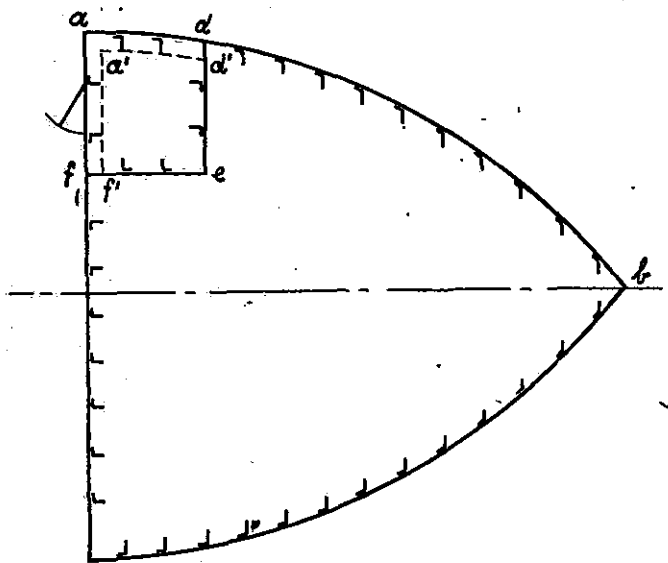


FIG: 89

abc est une superstructure fermée (gaillard).
defa est un W.-C. ; la partie *d'e'f'a'* doit donc être exemptée.
abc is a closed superstructure (forecastle).
defa is a W.C. and therefore the part *d'e'f'a'* is to be exempted.

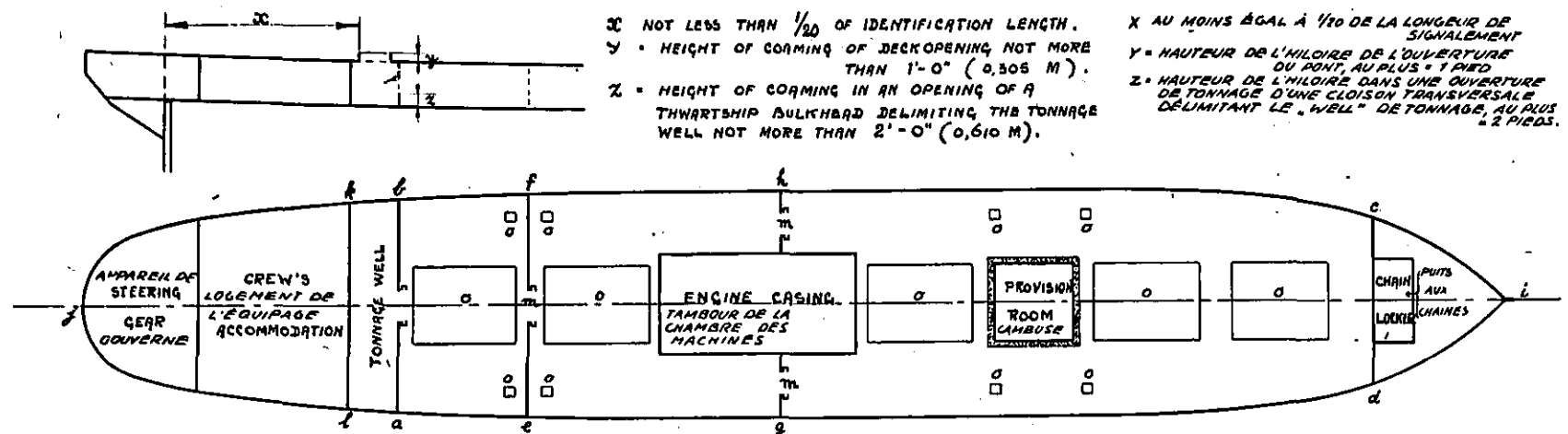


FIG: 90

ESPACE ENTRE LE PONT SUPÉRIEUR ET LE PONT ABRI À BORD DES NAVIRES À PONT ABRI OUVERT.
 SPACE BETWEEN UPPER DECK AND SHELTER-DECK IN AN OPEN SHELTER-DECK SHIP

Les cloisons *a b*, *e f* et *g h* peuvent avoir une ou deux ouvertures de tonnage. Aucune hiloire ne peut être établie aux ouvertures *m*. Les espaces *a b c d* et *l k b a* doivent être exemptés du tonnage brut. Le gaillard *d c i*, déduction faite du puits aux chaînes, et de la cambuse, et la dunette *j k l*, déduction faite de l'appareil de gouverne, et le cas échéant des W.-C., escaliers, etc. (art. 57) situés dans le logement de l'équipage, doivent être inclus dans le tonnage brut. Les écoutes *o* doivent être comptées dans le volume total des écoutes.

The bulkheads *a b*, *e f* and *g h* may be fitted with one or two tonnage openings. No coamings allowed to the openings *m*, *a b c d* and *l k b a* to be exempted from the gross tonnage. The forecabin *d c i* less chain-locker, the provision-room and the poop *j k l* less steering gear and less possible W.C.s, stairways, etc. (art. 57) situated within crew's accommodation to be included in the gross tonnage. The hatchways *o* to be reckoned in the aggregate cubical capacity of hatchways.

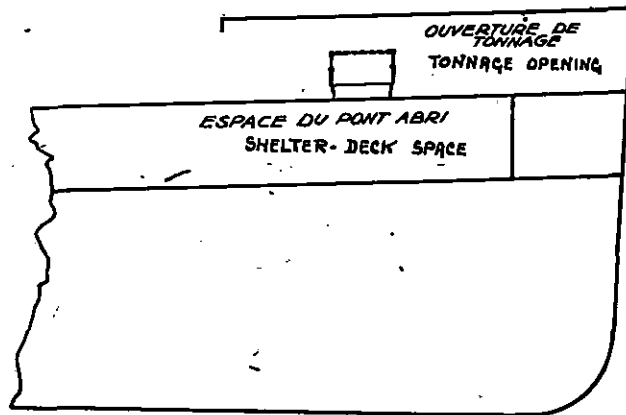


FIG: 91

Une ouverture de tonnage située dans un gaillard d'avant entièrement ouvert à l'extrémité arrière : l'espace du pont abri ne doit pas être exempté du tonnage brut.

Tonnage opening enclosed by a fore-castle entirely open at the after end. Shelter-deck space not to be exempted from inclusion in the gross tonnage.

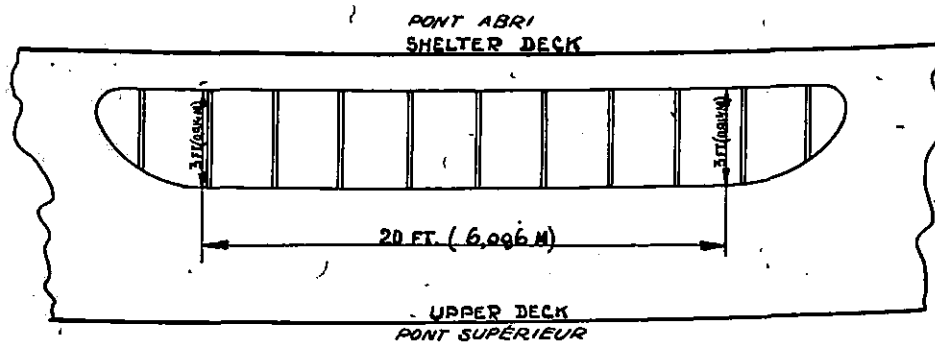


FIG: 92

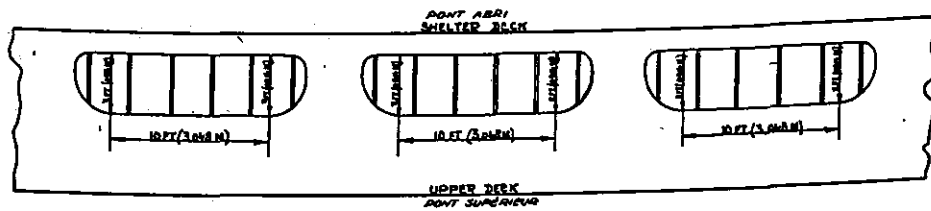


FIG: 93

FIG : 94

α = ouverture unique, 4 pieds de large et 5 pieds de haut, située dans la ligne médiane de l'espace en question, rend le gaillard un espace « ouvert ».

α = Single opening, 4 feet wide and 5 feet in height, situated in the middle line of the space concerned, renders the forecastle an open space.

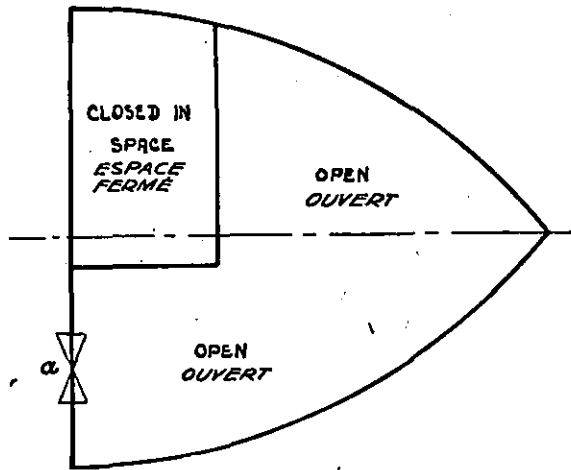


FIG : 95

α = ouverture unique, 4 pieds de large et 5 pieds de haut, située aussi près que possible du plan longitudinal du gaillard, doit être aménagée pour que le gaillard puisse être considéré comme un espace « ouvert ».

α = Single opening, 4 feet wide and 5 feet in height, situated as near to the middle plane of the forecastle as is practicable, should be fitted if the forecastle is to be considered as an open space.

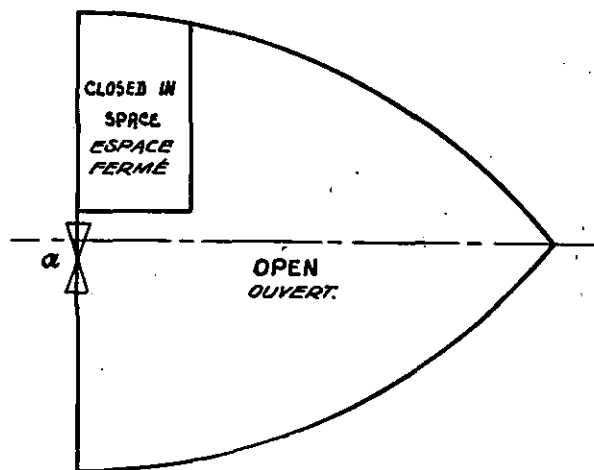
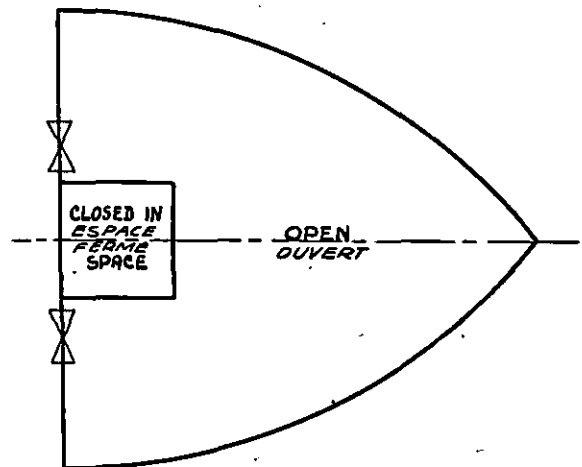


FIG : 96

Etant donné qu'il est impossible d'aménager une ouverture dans la ligne médiane, étant donné d'autre part qu'il n'y a pas de raison pour ne pas avoir deux ouvertures, une de chaque côté, deux ouvertures au moins de 3 pieds de large et 4 pieds de haut doivent être aménagées pour que le gaillard puisse être considéré comme un espace « ouvert ».

It being impossible to fit a single opening at the middle line, but, on the other hand, there being no reason why there should not be here two openings, one on either side, such openings at least 3 feet in breadth and 4 feet in height must be fitted if the forecastle is to be considered as an open space.



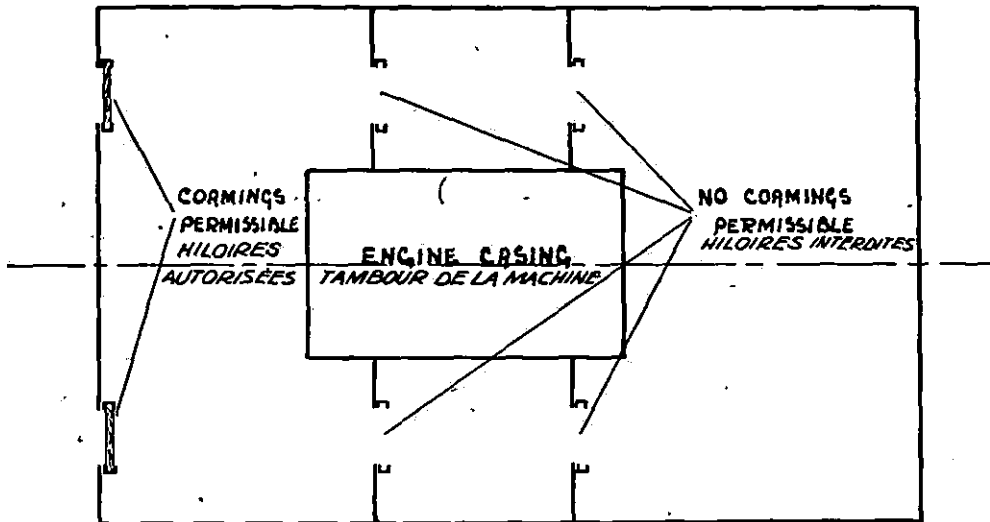


FIG: 97

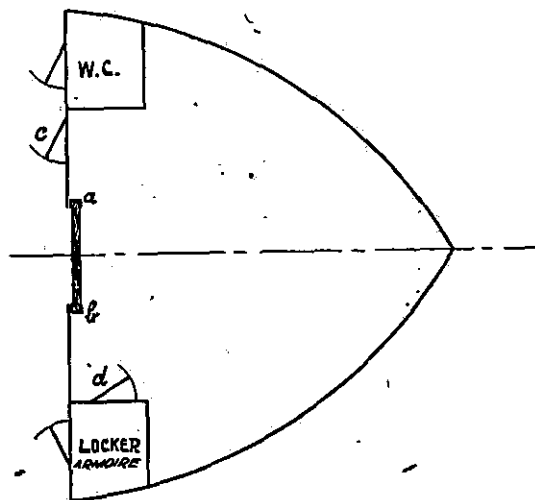


FIG: 98

Bien qu'il existe une ouverture de tonnage *a b* remplissant les conditions requises, l'ensemble du gaillard avant doit être inclus dans le tonnage brut, à cause de la porte aménagée dans la cloison à *c*. D'ailleurs, si cette porte n'existait pas, on aboutirait au même résultat à cause de la porte *d*.

Irrespective of the fact that the tonnage opening *a b* fulfils the conditions, the whole fore-castle less W.C. shall be included in the gross tonnage on account of a door being fitted to the bulkhead at *c*. Even in the absence of a door at *c*, the existence of a door at *d* will have the same result.

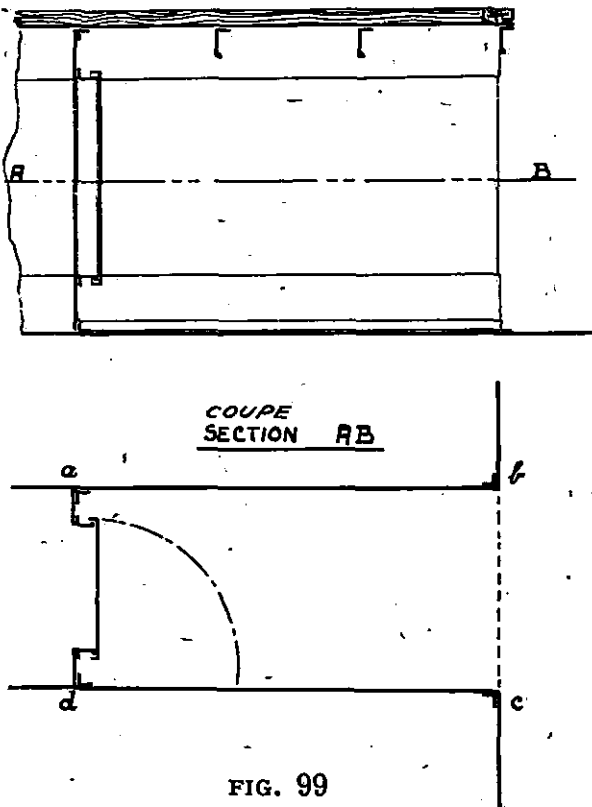


FIG. 99

a b c d est entièrement ouvert aux intempéries. Etant donné qu'il n'y a pas d'hiloirs et que la poutre du pont constitue l'unique protection de l'ouverture, l'espace *a b c d* ne doit pas être inclus dans le tonnage brut.

a b c d is entirely open to weather and sea. As no coamings are provided and the deck-beam forms the only projection to the opening, the space *a b c d* is not measured in the gross tonnage.

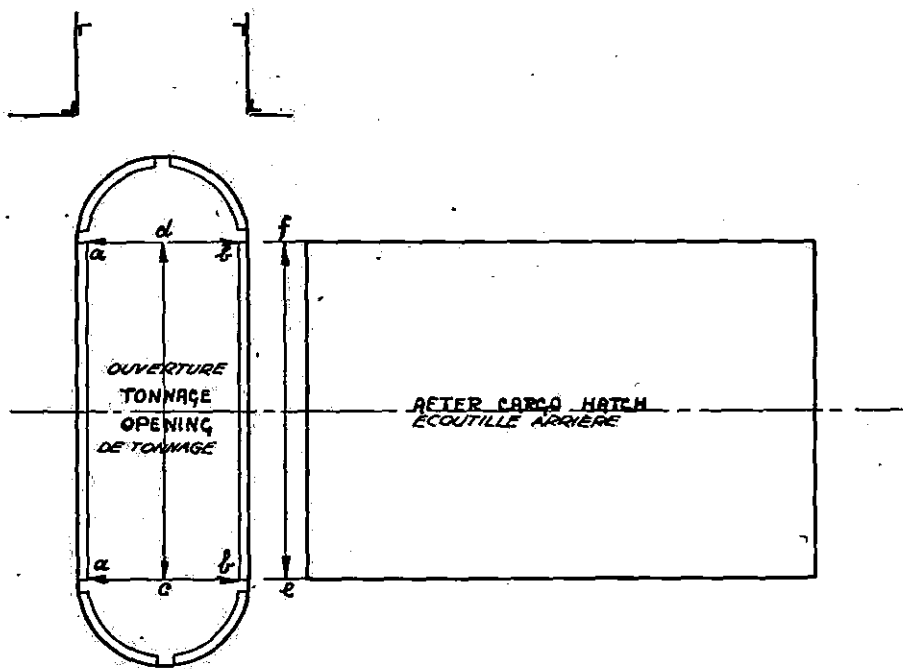


FIG: 100

ab (distance entre les cornières) au minimum 4 pieds ou 1.219, cd égal au moins à ef .

ab (the distance between the angle bars) at least 4 feet or 1.219 metre. cd at least equal to ef .

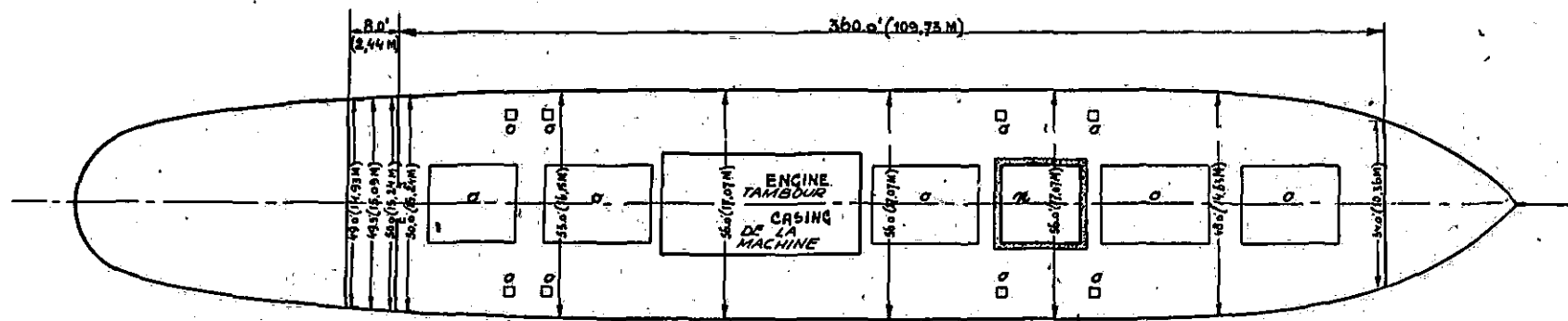


FIG: 101

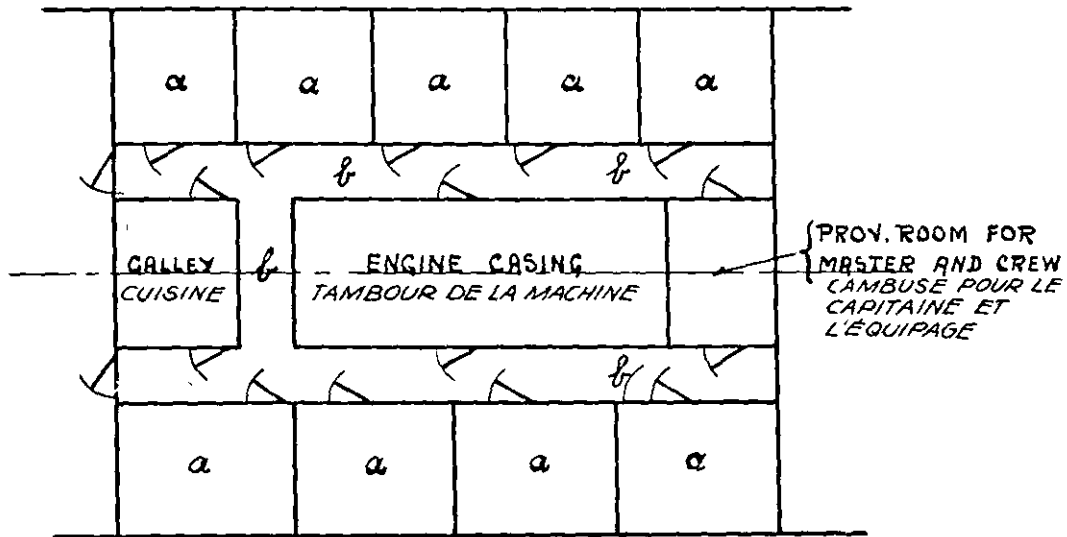


FIG: 102

a = Espace affecté à l'équipage. Le couloir b est à déduire.
 a = Crew spaces. The passage way b to be deducted.

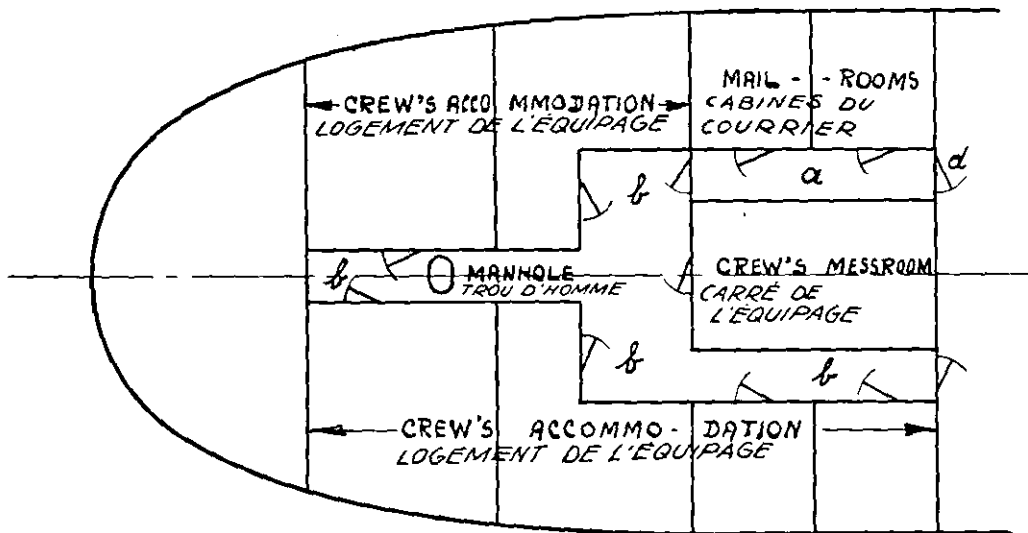


FIG: 103

Au cas où la porte d n'existerait pas, le couloir b ne pourrait être déduit à cause du fait qu'il sert également d'unique accès à un espace non déductible (cabines du courrier) à travers le couloir non déductible a . Vu l'existence de la porte d , le couloir b sera déduit. L'existence d'un trou d'homme donnant accès à une citerne non déductible ne sera pas prise en considération, étant donné qu'un tel trou d'homme n'est généralement pas utilisé durant le voyage.

If the door d should not have existed, the passage-way b could not be granted any deduction on account of its also serving as exclusive access to a non-deductible space (mail rooms) through a non-deductible passage-way a . The existence of the door d causes, however, that the passage-way b is to be deducted. The existence of a manhole giving access to a non-deductible tank will not be taken into account, as such manhole is, as a rule, not used during the ship's service.

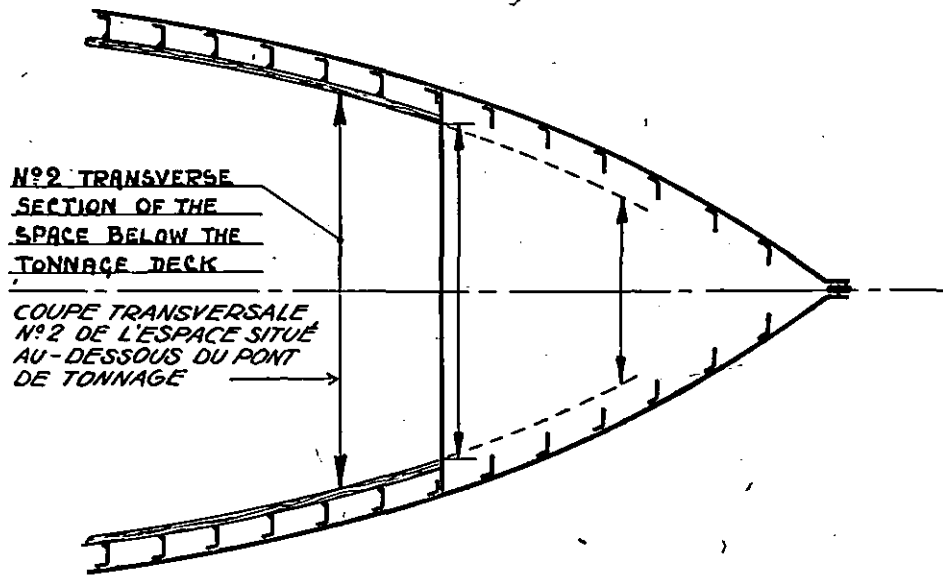


FIG: 104

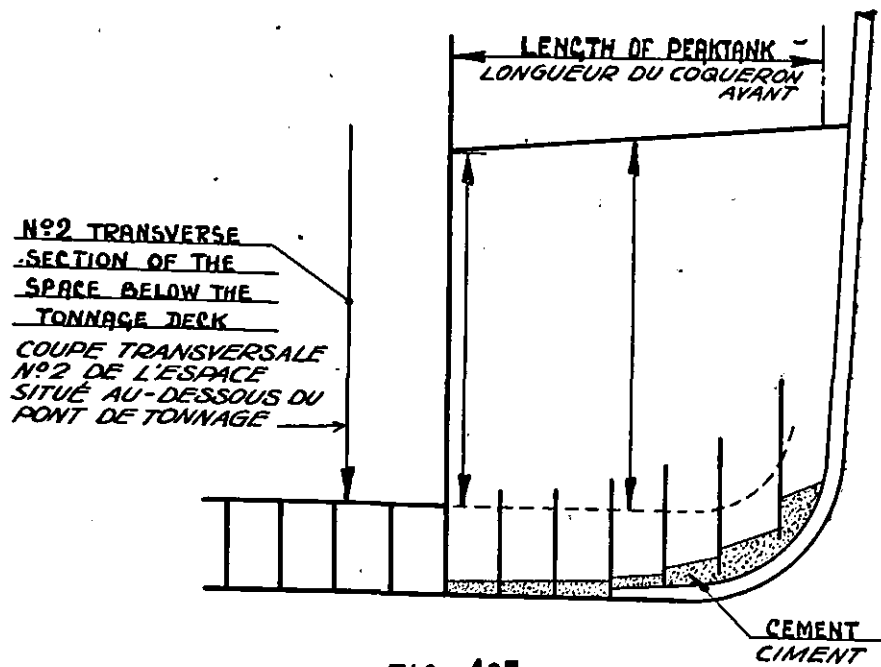


FIG: 105

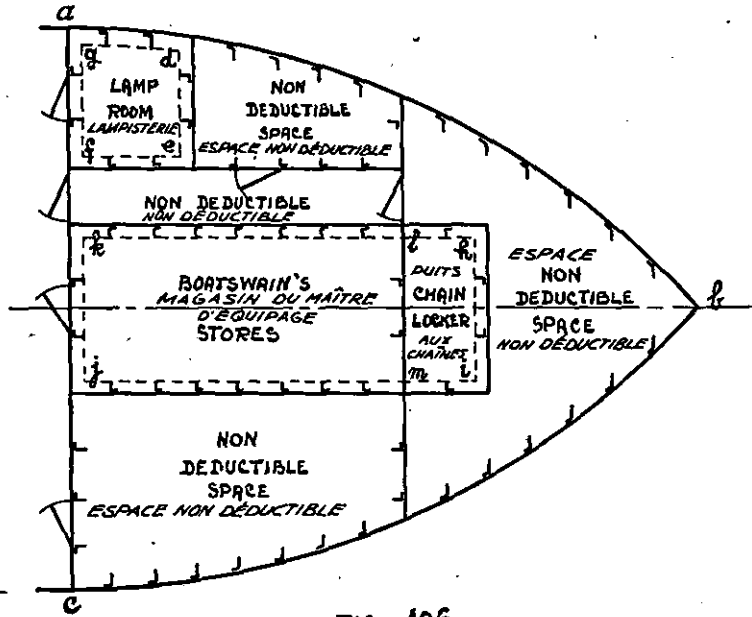


FIG: 106

abc fait partie d'un entrepont.
defg (lampisterie) et *hijk* (puits-aux chaînes (*himl*) et magasin du maître d'équipage (*kjml*), mesurés jusqu'à la face intérieure des membrures ou des renforts, seront déduits.

abc is a part of a 'tween deck.
defg (lamproom) and *hijk* (chainlocker (*himl*) and boatswain's stores (*kjml*)), measured to the inner surface of the frames or stiffeners, shall be deducted.

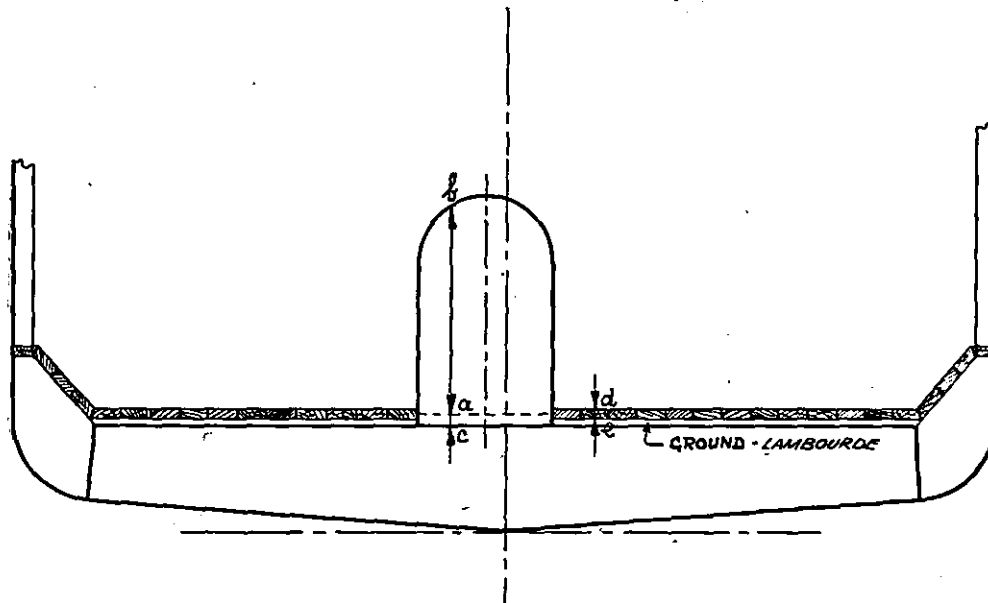


FIG: 107

ab = Hauteur du tunnel. ac = Epaisseur du vaigrage.
 ab = Height of tunnel. $ac = de$ = Thickness of ceiling.

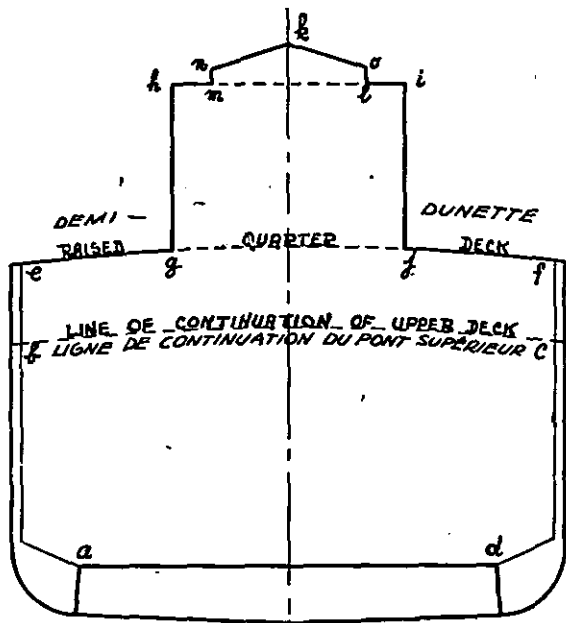


FIG: 108

$abcd$ = Espace situé sous le plafond de l'« espace principal »; doit être traité conformément au paragraphe *a*) de l'article 76. $befc, ghij$ et $mnlk$ sont à traiter conformément au paragraphe *d*) de l'article 76.

$abcd$ = Space below the top of the main space; to be dealt with under paragraph (*a*) of Article 76. $befc, ghij$ and $mnlk$ to be dealt with under item (*d*) of Article 76.

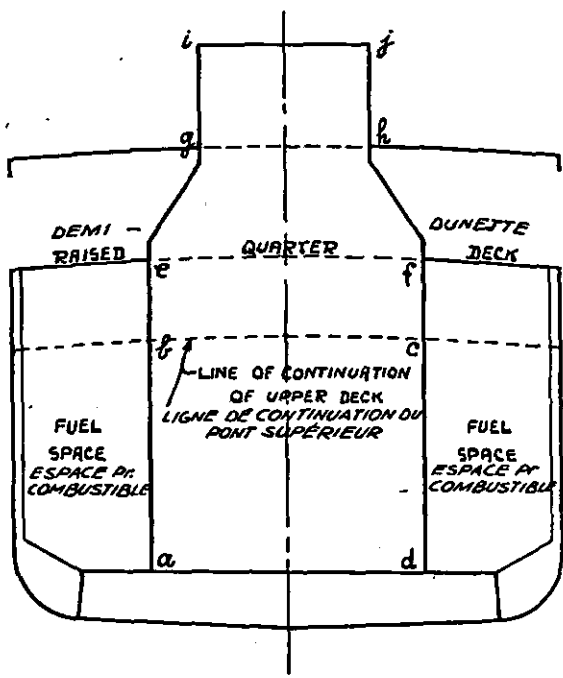


FIG: 109

$abcd$ = Espace situé sous le plafond de l'« espace principal »; doit être traité conformément au paragraphe *a*) de l'article 76. $befc, eghf$ et $gijh$ sont à traiter conformément au paragraphe *d*) de l'article 76.

$abcd$ = Space below the top of the main space; to be dealt with under item (*a*) of Article 76. $befc, eghf$ and $gijh$ to be dealt with under item (*d*) of Article 76.

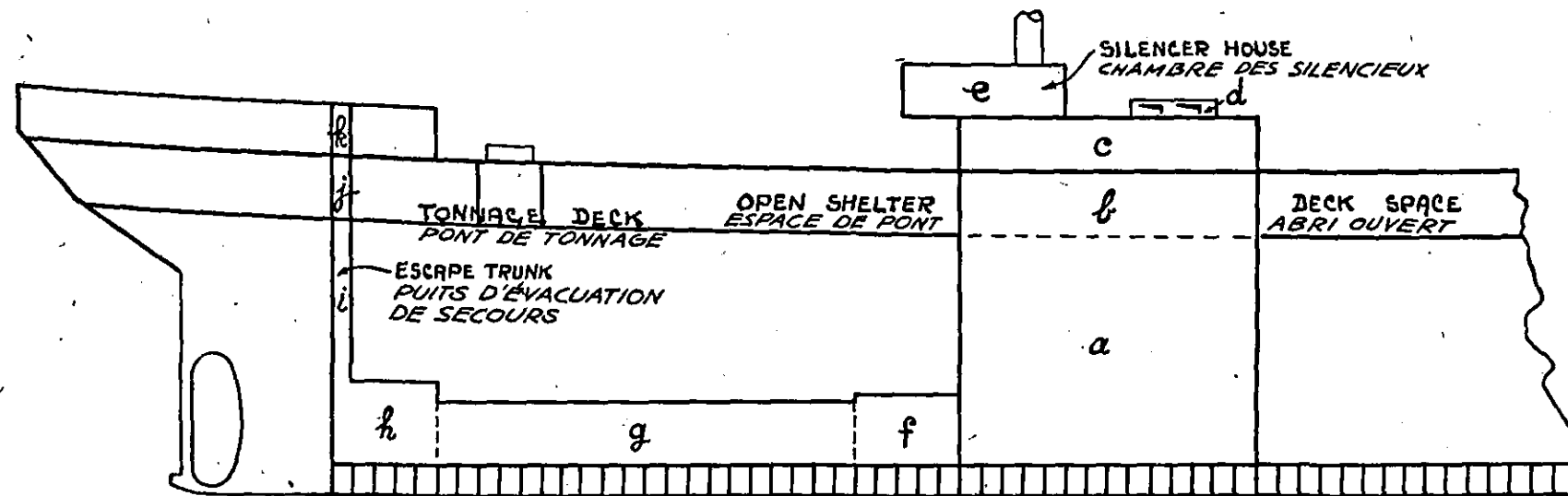


FIG: 110

a = Espace situé sous le plafond de l' « espace principal » ; à traiter conformément au paragraphe *a*) de l'article 76. *fghi* à traiter conformément au paragraphe *b*) de l'article 76. *bcd* et *k* à traiter conformément au paragraphe *d*) de l'article 76.

a = Space below the top of the main space ; to be dealt with under item *(a)* of Article 76. *fghi* to be dealt with under item *(b)* of Article 76. *bcd* et *k* to be dealt with under item *(d)* of Article 76.

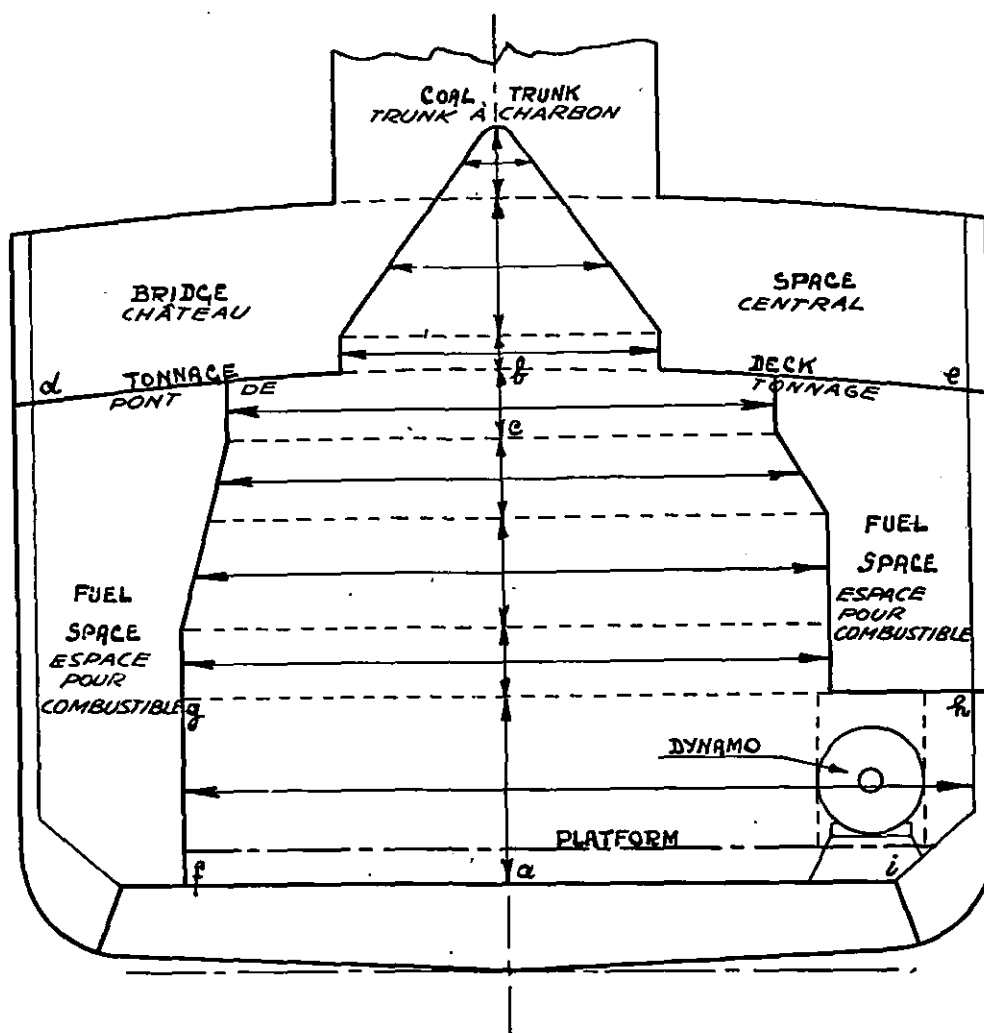


FIG: 111

La hauteur totale $a b$ ne doit pas être supérieure à la hauteur de tonnage dans l'espace mesuré. Par conséquent, la partie supérieure $b c$ de la hauteur doit subir une diminution égale à un tiers du bouge de barrot mesuré en $d e$. La dynamo qui ne sert que pour l'éclairage et la navigation ne fait pas partie de l'appareil moteur ; elle doit donc être mesurée à part suivant le pointillé, et l'espace doit être défalqué de l'espace situé sous le plafond de l'espace principal (il est entendu que $f g h i$ s'étend sur toute la longueur).

The total depth $a b$ must not exceed the tonnage depth in way of the measured space. Therefore the uppermost part $b c$ of the depth should be decreased by one-third round of beam measured at $d e$. The dynamo which is only available for lighting or navigation purposes is not to be regarded as part of the propelling machinery and therefore is measured separately as shown with dotted lines and the space is subtracted from the space below the top of the main space (it is to be understood that $f g h i$ extends over the full length).

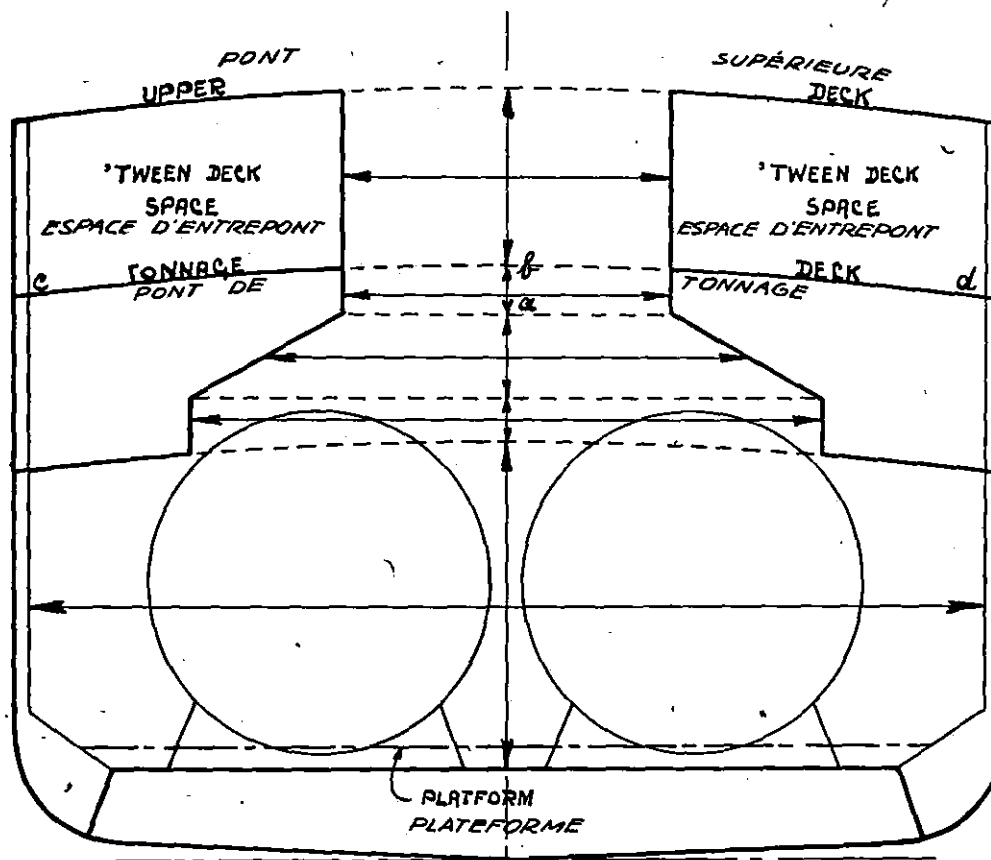


FIG. 112

Dans ce cas, la rectification (un tiers du bouge de barrot mesuré en $c d$) se rapporte à la hauteur $a b$ de la partie supérieure du tambour d'éclairage et de ventilation situé en dessous du pont de tonnage. Aucune restriction n'est à appliquer au tambour d'éclairage et de ventilation en dessous du pont supérieur.

In this case the correction for one-third round of beam (measured at $c d$) should be applied to the height $a b$ of the uppermost part of the light and air casing situated below the tonnage deck. No restrictions to be applied to the light and air casings situated below the upper deck.

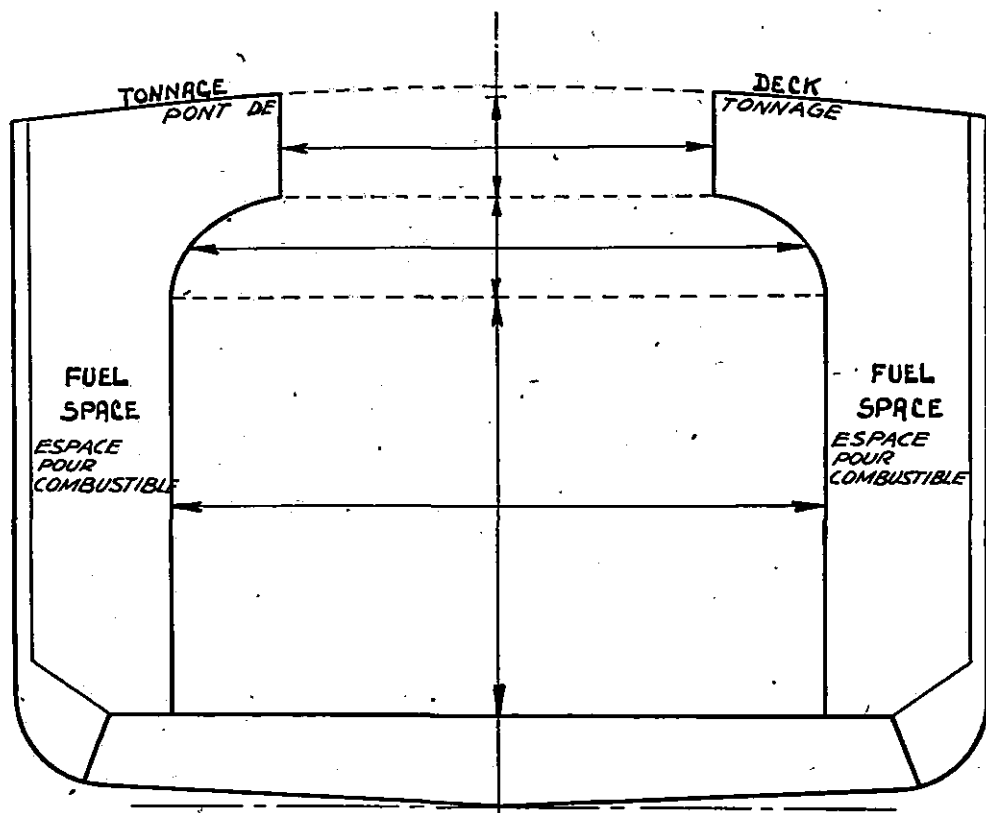


FIG: 113

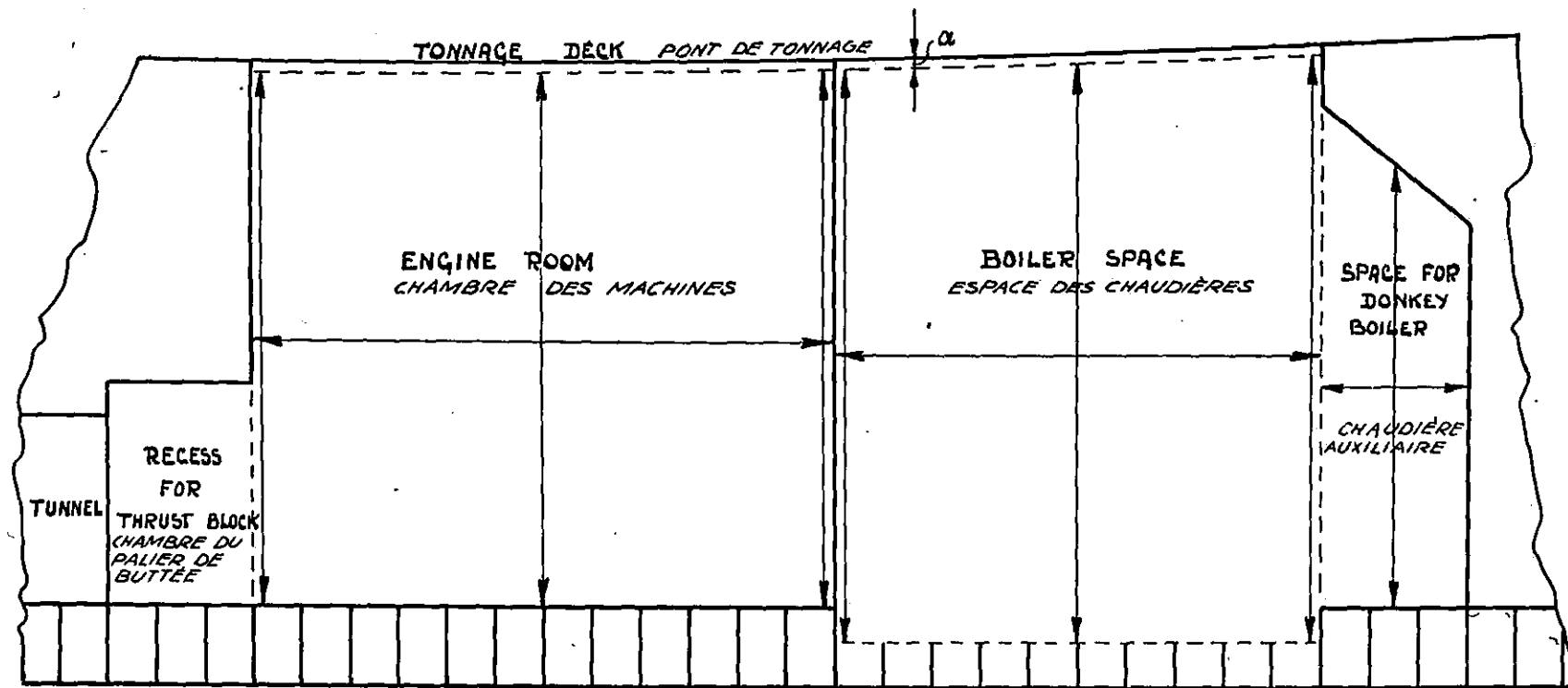


FIG: 114

a = Un tiers du bouge de barrot.

a = One-third round of beam.

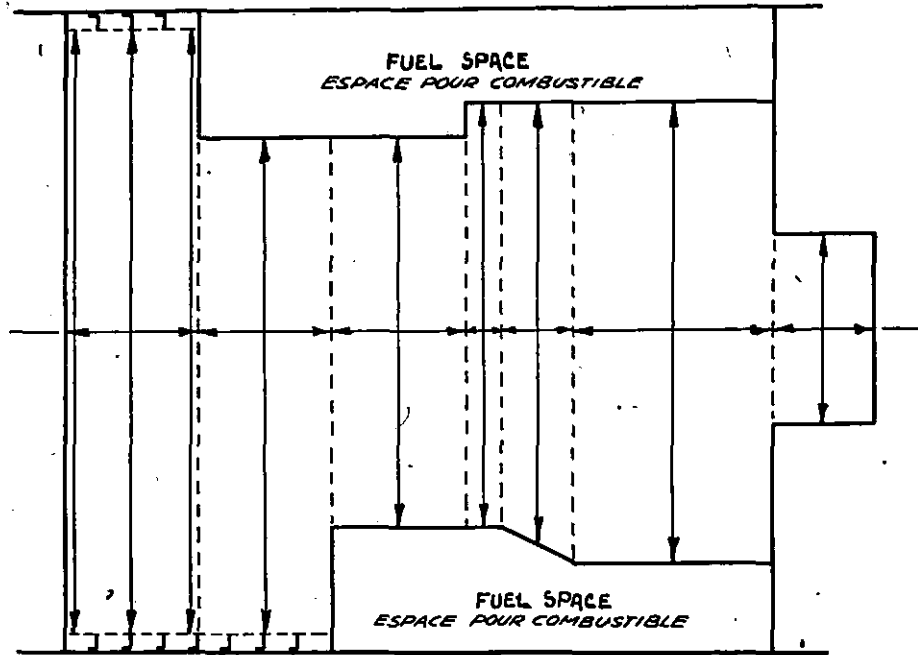


FIG. 115

Coupe horizontal. Horizontal section

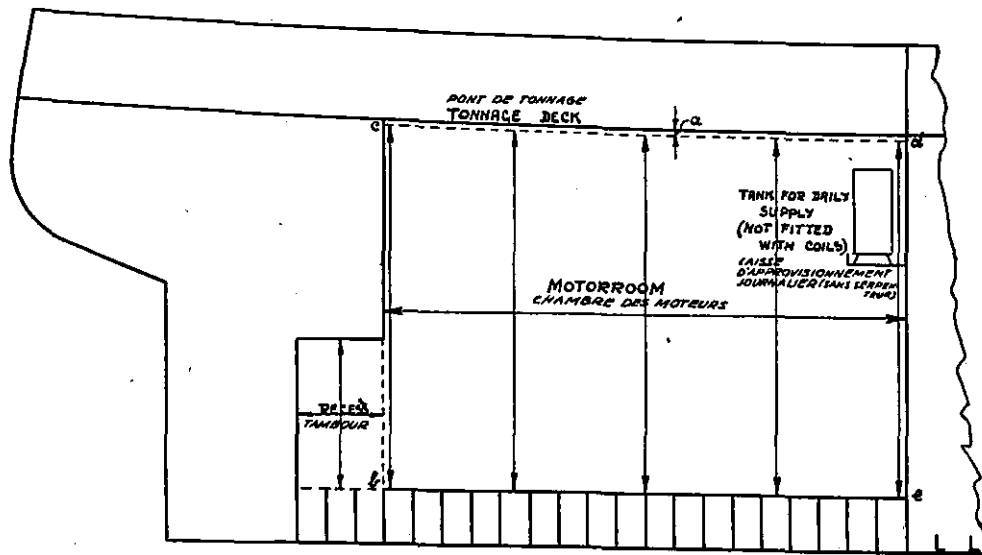


FIG. 116

a = Un tiers du bouge de barrot. L'espace de la caisse d'approvisionnement en huile pour usage journalier est un espace pour combustible, et n'est donc pas à inclure dans l'espace de l'appareil moteur mais doit être déduit de $b c d e$.

a = One-third round of beam. Tank for daily supply constituting fuel-oil space and therefore not regarded as propelling-machinery, to be subtracted from $b c d e$.

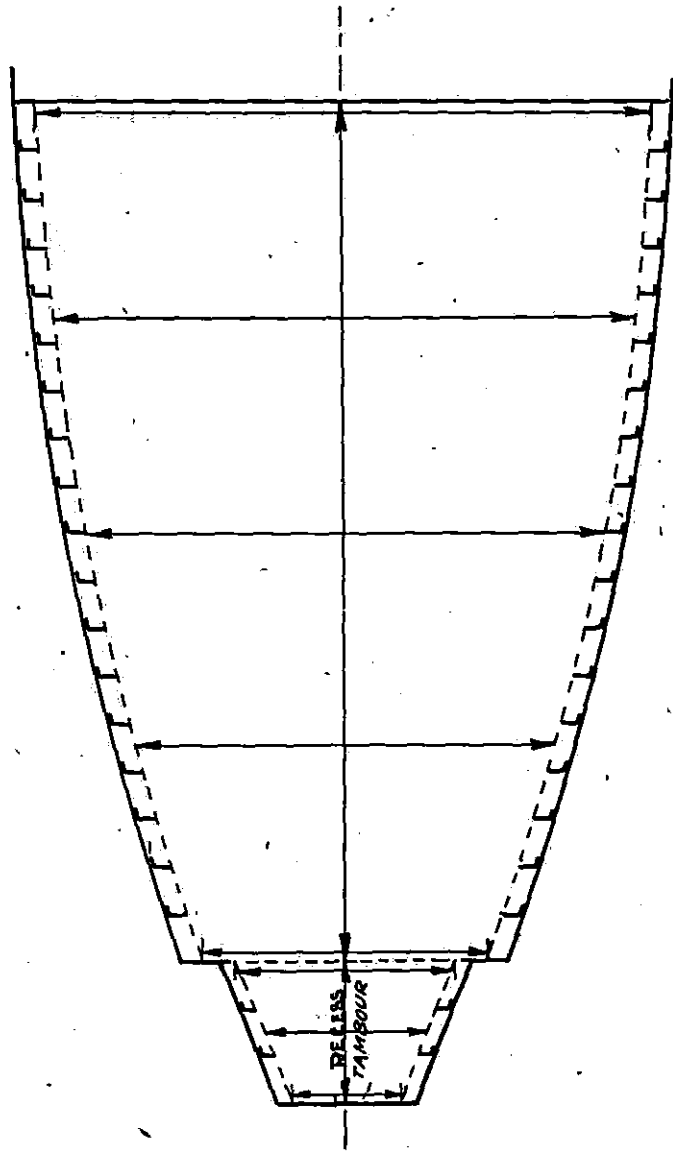


FIG. 117

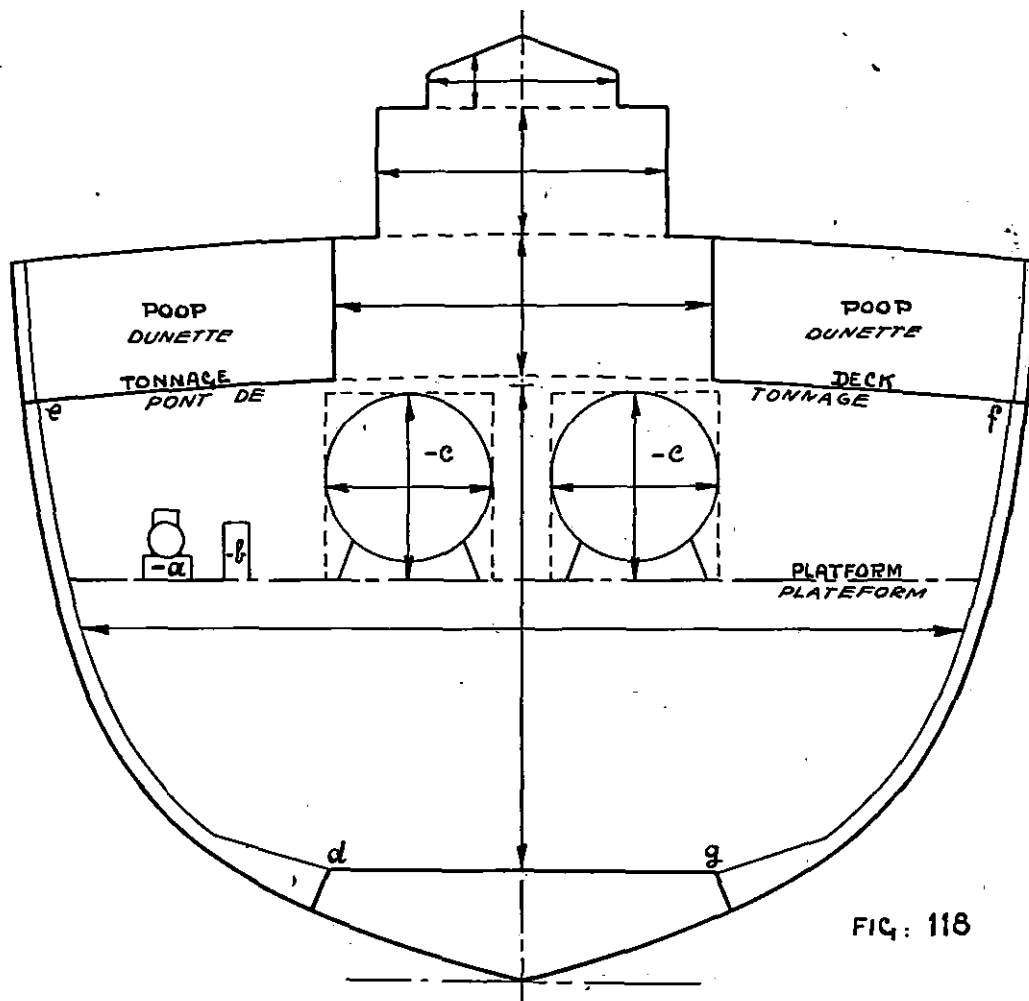


FIG. 118

a et *b* = Réfrigérateurs. *c* = Chaudière auxiliaire ne remplissant pas les conditions permettant de la considérer comme partie de l'appareil moteur. Les espaces strictement occupés par *a*, *b* et *c* doivent être mesurés séparément et défalqués de *d e / g*. Pas de cloisons entre les réfrigérateurs, la chaudière auxiliaire d'une part et la chambre des machines d'autre part.

a and *b* = Refrigerating plant. *c* = Donkey-boilers not fulfilling the conditions for being regarded as propelling machinery. The spaces strictly occupied by *a*, *b* and *c* to be measured separately and subtracted from *d e / g* refrigerating plant and donkey-boilers not bulkheaded off from the engine room.

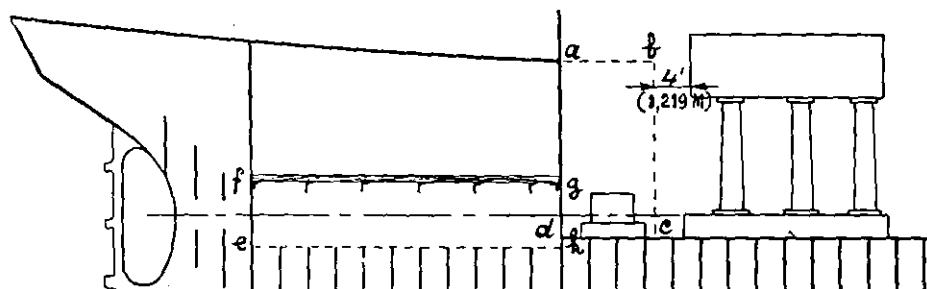


FIG: 119

abcd doit être de dimensions raisonnables ; les dimensions de *ad* et *bc* ne doivent pas dépasser celles qui permettent d'effectuer convenablement une visite, et, s'il y a lieu, des réparations, à moins que l'espace *abcd*, à sa partie supérieure, soit occupé par des machines ou appareils visés à l'article 78 *a*). Il est entendu que la partie *efgh* doit être considérée comme un tunnel d'arbre d'hélice et mesurée comme tel jusqu'à une largeur supposée.

abcd should be reasonable in extent ; *ad* and *bc* should not be larger than is deemed reasonable for the purpose of overhauling, unless the upper part of *abcd* is taken in by machinery or appliances as mentioned under Article 78 (*a*). It is to be understood that the part *efgh* is regarded as a shaft tunnel and measured to an assumed breadth as such.

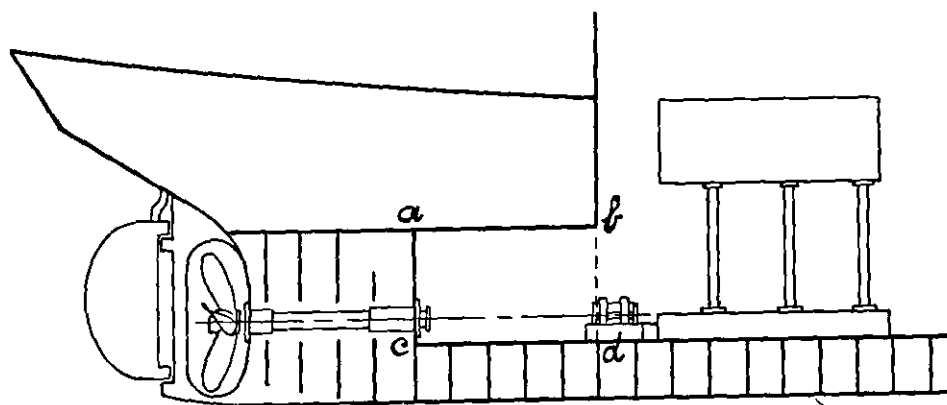


FIG: 120

abcd doit être de dimensions raisonnables ; *ac* et *bd* ne doivent pas être plus haut qu'il n'est indispensable pour pouvoir examiner ou séparer les arbres d'hélice.

abcd should be reasonable in extent ; *ac* and *bd* should not be higher than is necessary for overhauling and survey of shafts.

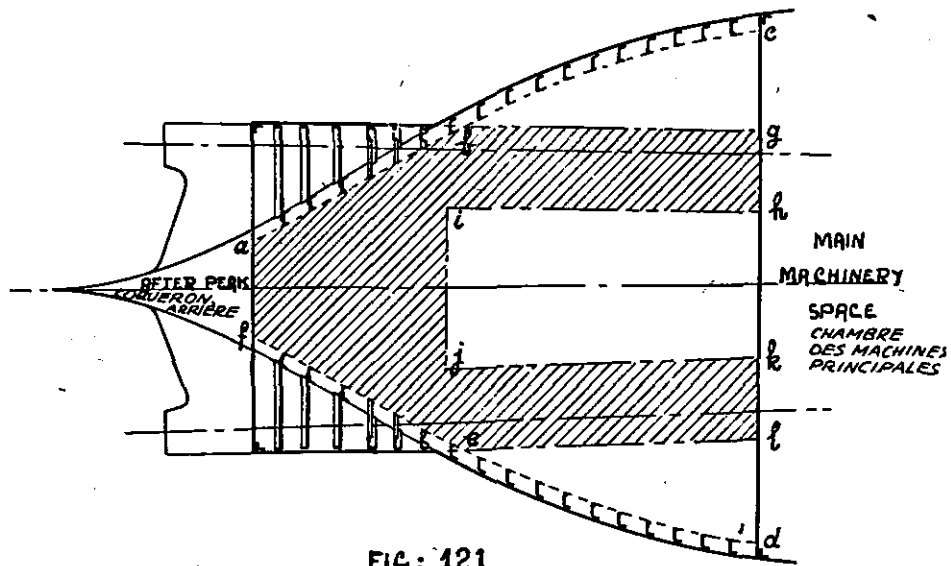


FIG: 121

L'espace *abcdef* est un vaste espace situé immédiatement à l'arrière de la chambre des machines principales. L'espace inclus dans celui de l'appareil moteur ne doit pas dépasser celui qu'occuperaient les tunnels *gabafelkjih*.

Space *abcdef* is a large space immediately aft of the main machinery space. The space included in the propelling machinery space shall not be larger than would be taken in by the tunnels *gabafelkjih*.

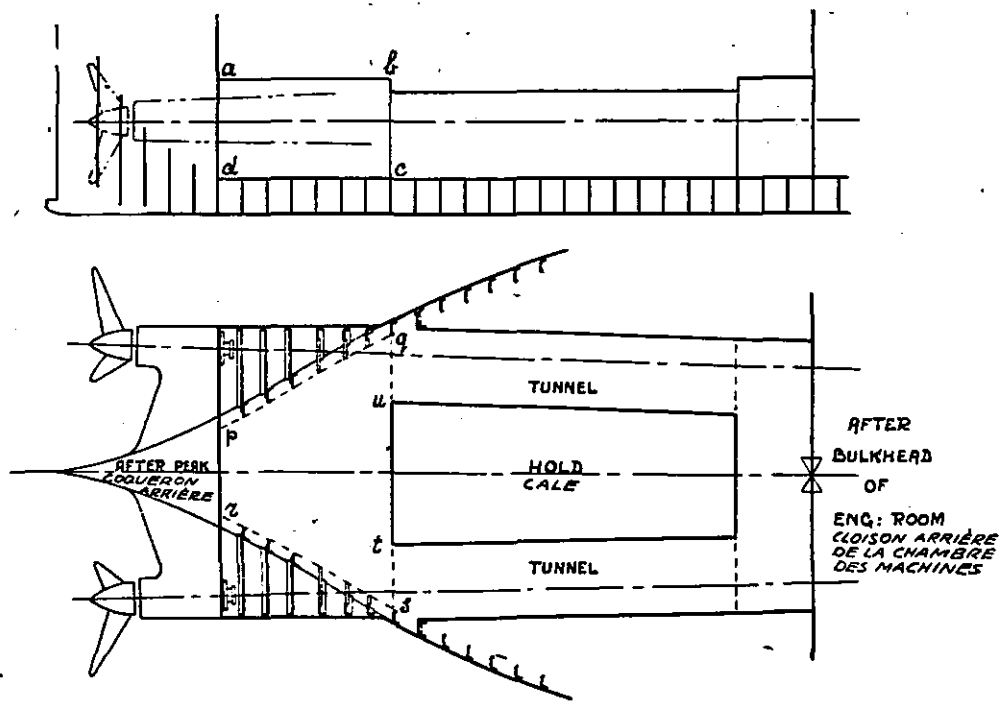


FIG: 122

$abcd = pqutrs$. Les dimensions de cet espace ne doivent pas dépasser celles qui permettent convenablement d'examiner et de vérifier la ligne des arbres d'hélice, compte tenu de la construction générale du navire à cet endroit.

$abcd = pqutrs$ shall not be larger than is reasonable for the purpose of overhauling the shaft-line, taking into account the general situation in this part of the ship.

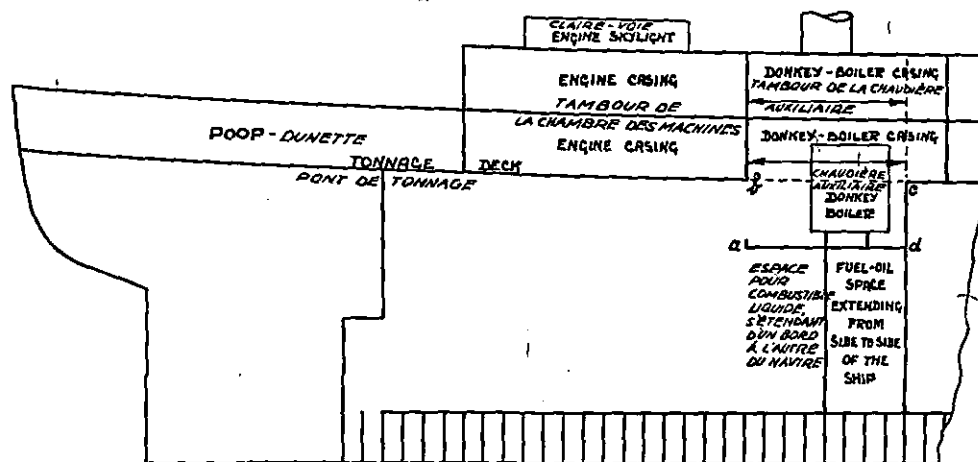


FIG. 123

La chaudière auxiliaire pouvant être considérée comme faisant partie de l'appareil moteur, l'espace *a b c d* doit être inclus dans l'espace situé sous le plafond de l' « espace principal », les tambours de la machine auxiliaire doivent compter comme espaces d'éclairage et de ventilation. Si, sur demande de l'armateur, ces tambours doivent être compris dans le tonnage brut et dans le volume des espaces qui servent à déterminer la déduction allouée au titre de l'appareil moteur, leur longueur sera restreinte comme il est indiqué ci-dessus. S'il y a lieu, la largeur des deux tambours de la machine auxiliaire sera également réduite.

The donkey-boiler fulfils the conditions for being regarded as propelling machinery. Consequently, the space *a b c d* shall be included in the space below the top of the main space and the donkey-boiler casings shall be considered as actual light and air spaces. If, at the request of the owner, the donkey-boiler casings are to be included in the gross tonnage and in the cubic capacity of the spaces upon which the propelling power allowance is based, the length shall be restricted as shown in the figure. If necessary, the breadth of both donkey-boiler casings shall also be restricted.

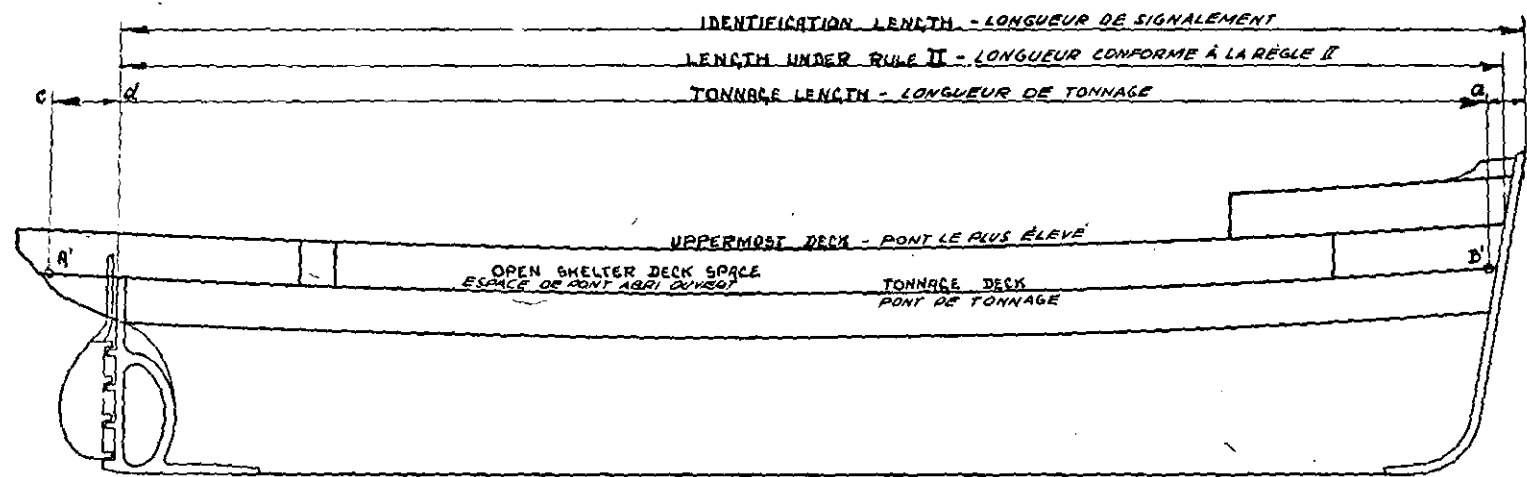


FIG: 124

Longueur de signalement = B' A' (longueur de tonnage) + a b - c d.

Identification length = B' A' (tonnage length) + a b - c d.

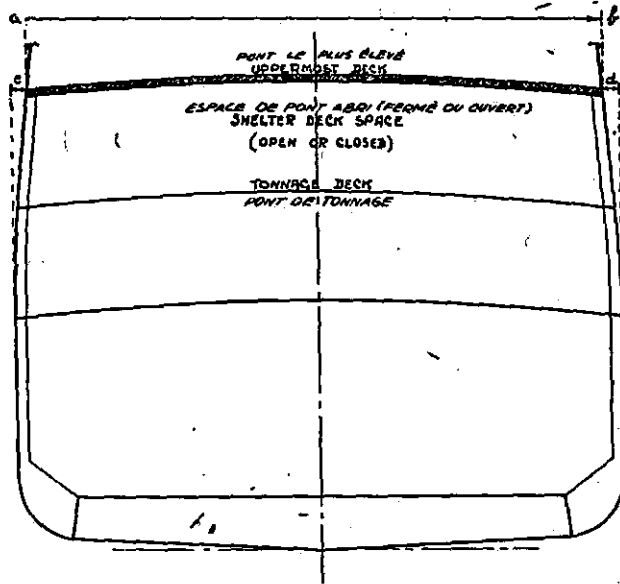


FIG. 125

$a + b + c + d =$ Largeur hors tout. $a + b + c + d =$ Extreme outside breadth.

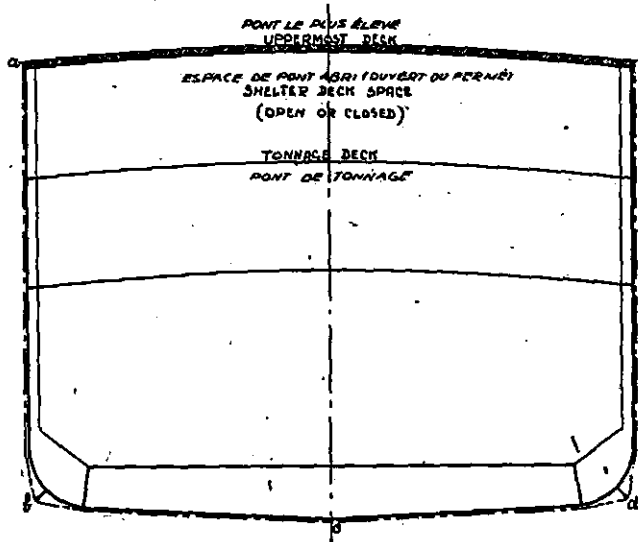


FIG. 126

$a + b + c + d + e =$ Pourtour. $a + b + c + d + e =$ Girth.

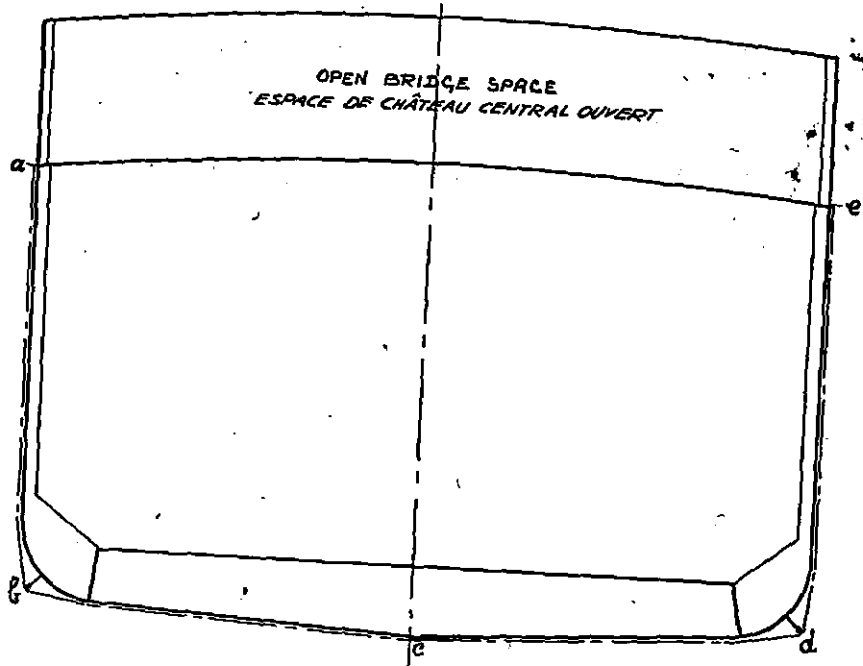


FIG: 127

abcde = Pourtour. abcde = Girth.

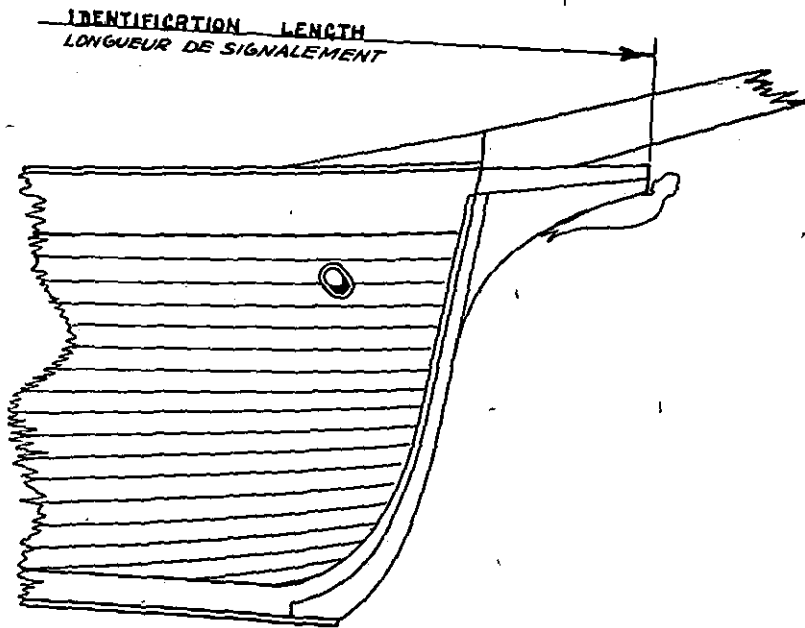


FIG: 128

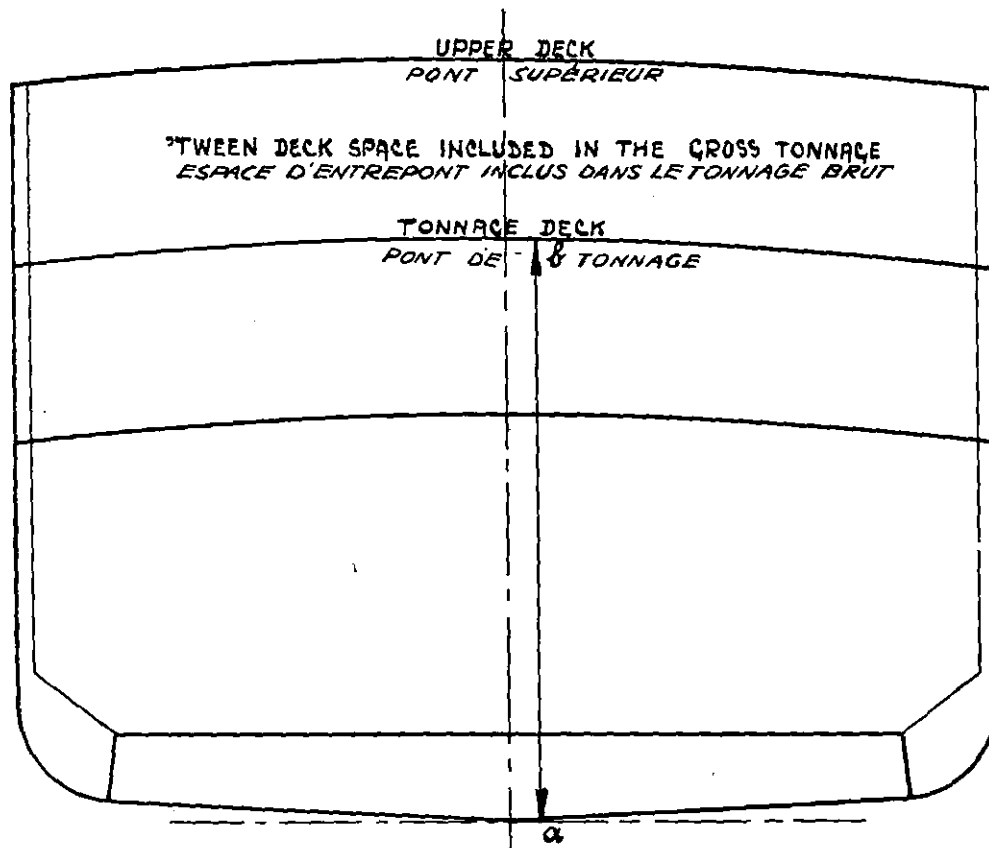


FIG. 129

ab = Creux de signalement.
 ab = Identification depth.

Geneva, June 15th, 1932.

LEAGUE OF NATIONS

**Advisory and Technical Committee for Communications
and Transit**

**COMMITTEE ON THE UNIFICATION OF TRANSPORT
STATISTICS**

REPORT ON THE UNIFICATION OF TRANSPORT STATISTICS

DRAFT INTERNATIONAL CONVENTION ON TRANSPORT STATISTICS
together with
**REGULATIONS RELATING RESPECTIVELY TO MARITIME NAVIGATION,
RAILWAYS AND INLAND NAVIGATION**

**RECOMMENDATIONS WITH REGARD TO ADMINISTRATIVE
AND TECHNICAL STATISTICS**
concerning respectively
MARITIME NAVIGATION, RAILWAYS AND INLAND NAVIGATION



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REPORT ON THE UNIFICATION OF TRANSPORT STATISTICS.

The League of Nations Advisory and Technical Committee for Communications and Transit first dealt with this matter (at its fifth session) as a sequel to the work of the thirteenth International Navigation Congress held in London in July 1923, which had the question of unification of inland navigation statistics on its agenda.

It had already been considered by a number of International Navigation Congresses before the London Congress — in particular, by the Congress held at Manchester in 1890, which laid down certain principles of great importance on which the statistics of certain countries have since been based.

In pursuance of the decisions taken by the London Congress, the Permanent Committee of the International Association of Navigation Congresses set up a special Statistics Committee. This special Committee, which was purely a Committee of the association and had no official character, was instructed to study the problem of the unification of transport statistics and to maintain contact with the Advisory and Technical Committee for Communications and Transit with a view to communicating the results of its work, when completed, to the latter.

The Sub-Committee for Inland Navigation appointed by the Advisory and Technical Committee for the study of this question was informed at its first session in July 1924 of the establishment of the special Committee in question. It further took note of the current position in regard to the statistics for the Rhine, and of the studies undertaken in this connection by the Central Committee for Rhine Navigation and other river commissions. The Sub-Committee decided to begin by an unofficial canvass of the members of the Advisory and Technical Committee, who were to be "invited to forward to the Secretariat any observations which the various circles concerned in their respective countries may desire to submit in regard to the desirability and possibility of unifying inland navigation statistics, either for all European countries or for certain groups of countries interested in the same river systems, such observations being submitted unofficially and being in no way binding upon the Governments".

At the same time, the Secretariat was instructed to maintain contact with the special Committee appointed by the Permanent Committee of the International Association of Navigation Congresses.

The Committee at the same time took note of the study of the question of the unification of goods nomenclatures by its Sub-Committee for Transport by Rail, and took the necessary steps for co-ordination of the work of the latter with the work on the unification of statistics of the Sub-Committee for Inland Navigation.

At its fourth session in July 1926, the Inland Navigation Sub-Committee, after taking note of the various unofficial reports submitted to it, and, in particular, of the study by the Statistics Committee of the Permanent Association of Navigation Congresses, decided that the moment had come to give an official character to its consultations, and to proceed to study the substance of the question, which it accordingly entrusted to a Committee of Experts. It was intended that this Committee, while taking into account the studies already made and the various reports on the subject submitted to the Advisory and Technical Committee for Communications and Transit (in which the position regarding the different statistical methods in current use in the various countries was reflected), should have sufficient freedom of action to enable it to collect all such information as it might consider desirable for the purpose of its enquiries; and the latter were to be confined, to begin with, to the unification of inland navigation statistics.

In the meanwhile, the Third General Conference on Communications and Transit was held at Geneva in 1927. The question of the unification of statistics was the subject of an exchange of views in connection with the general discussion on the report on the work of the Advisory and Technical Committee. The report contained the following passage:

" III (d). *Unification of Inland Navigation Statistics.*

" The Committee is only at the initial stage of its enquiry into the problem of the unification of inland navigation statistics; but it is already clear that an agreement which would ensure uniform or comparable nomenclature and provisions in the various countries could be reached without great difficulty. Upon the termination of its work on inland navigation statistics — that is to say, quite soon — the Committee will doubtless have to consider how the enquiries in inland navigation can be brought into line with similar enquiries which have been carried out in the case of maritime navigation, railway transport and Customs nomenclature."

In the course of the discussions which took place, emphasis was laid on the desirability of establishing co-ordination between the international statistics of the various forms of communication and of the goods nomenclatures to be used in connection therewith, and on the need for combining the work on the unification of inland navigation statistics and railway statistics in such a way as to allow of comparison to the utmost possible extent. It was accordingly agreed not to take any final decision in regard to inland navigation statistics without reference to the results of the work on railway statistics.

As a result of its discussions, the General Conference took the following decision :

“ The Conference, after observations had been made by various speakers, decided to draw the attention of the Advisory and Technical Committee to the advantage of co-ordination between the work of unification of nomenclatures and of statistics in different spheres.”

While refraining from discussing the substance of the question until such time as the Committee for the Unification of Transport Statistics should submit its general report, the Advisory and Technical Committee has not ceased to follow closely the work of the Statistics Committee and has been kept regularly informed by the latter of the progress made by it with its work. At its twelfth session, for example, in February 1928, the Advisory and Technical Committee first received the reports of the Statistics Committee on the work of its two first meetings held in May and October 1927, embodying a thorough and detailed study of the principles on which uniform statistics of inland navigation might be drawn up, together with the methods for the application of these principles.

After taking note of these reports, the Advisory and Technical Committee found that the work of the Statistics Committee was sufficiently advanced to make it possible to proceed with the extension of the work to maritime navigation statistics, and decided to increase the numbers of the Committee for the new work by the addition of certain new members with special knowledge of the subject.

The Advisory and Technical Committee further recognised on this occasion the great advantage of collaboration of the Statistics Committee with (a) the League Committee for the Unification of Customs Nomenclature and (b) the organisations appointed by the Economic Committee to study the question of statistics with special reference to the International Conference relating to Economic Statistics which was to meet some months later. The Advisory and Technical Committee decided with this end in view to draw the attention of the League organisations concerned to the desirability of effective co-operation. It further empowered the Chairman to take steps, as soon as the work of the Statistics Committee on the unification of inland and maritime navigation statistics should be sufficiently advanced, or as soon as the Committee itself should express a wish to that effect, to increase its membership, at the same time instructing it to consider questions of the unification of transport statistics in general — *i.e.*, railway as well as navigation statistics.

The International Conference relating to Economic Statistics, which took place in November and December 1928, the Committee for the Unification of Transport Statistics being represented, also dealt incidentally with the question of transport statistics. Certain delegations proposed that the Conference should also take up the question; but it was rightly pointed out that the matter was already under enquiry by the Communications and Transit Organisation, and that the latter had not completed its work, and consequently there was no reason for the Conference to deal with the matter. At the same time, the Conference gave expression to the importance which it attached to the unification of transport statistics by adopting the following resolution :

“ The Conference, noting the declarations which had been made to the effect that work is being undertaken with a view to the unification of transport statistics, and recognising the importance of the publication of such statistics on a uniform basis so as to ensure the highest degree of comparability obtainable, expresses the hope that the preparatory work which is being done may be successfully concluded as soon as possible.”

The Conference, realising that its insertion in the Convention relating to Economic Statistics of certain provisions in regard to maritime navigation might be thought to prejudice in some sense the future conclusion of an international agreement on transport statistics, and desiring to prevent any misunderstanding, inserted a statement on the matter in the Final Act.

The Committee for the Unification of Transport Statistics, as remodelled in virtue of the decisions taken by the Advisory and Technical Committee at its twelfth session, continued its studies, finishing the work already done in the case of inland navigation, and beginning and bringing to a conclusion the work on maritime navigation statistics. The Committee held two meetings for the purpose in March 1928 and in January 1929, and submitted a single report on the whole of the work containing its final conclusions in regard to the principles which should govern the international unification of maritime navigation

statistics. Some changes of detail were made in that part of the report which dealt with inland navigation statistics, as a result of the study of this section by the Permanent Committee for Inland Navigation.

The Advisory and Technical Committee, at its thirteenth session, took note of the Statistics Committee's report and decided to extend the work of the latter to cover the railways.

The Advisory and Technical Committee also considered the procedure for consideration of the final report of the Statistics Committee. It recognised that, in principle, it would be desirable to refer the Statistics Committee's conclusions, in the first instance, to the competent permanent committees, and then to proceed to a general consideration of the report in plenary meeting on the basis of the permanent committees' opinions. In view, however, of the possibility of some of the permanent committees not being in a position to meet in time, it was decided that the Statistics Committee's final report should first be considered, either by the several competent permanent committees in turn, or, if circumstances rendered such action necessary, by a small mixed committee to be appointed for the purpose by the Chairman.

In view of the new duties devolving on the Statistics Committee in connection with the unification of railway statistics, it was re-organised in November 1929. In order to facilitate the work and avoid the necessity of collecting a large number of experts to study each separate question, and at the same time to provide for complete co-ordination of the work on the different forms of transport, the Committee was re-organised in three separate sections dealing with maritime navigation, inland navigation and railways respectively. A small Drafting Committee was also set up to co-ordinate the work of the three sections.

The Railway Section and the Drafting Committee held two meetings together, one in December 1929 and the other in May 1930, at which the enquiry was concluded. The report on the two meetings upholds, in the case of railway goods transport statistics, the general basis already laid down for navigation statistics, while it indicates the principles to govern the unification of railway statistics and the forms applicable.

Collaboration between the Advisory and Technical Committee and the International Institute of Statistics in the work on the unification of transport statistics was recognised to be desirable. The Institute had already undertaken a scientific study of transport statistics, and, in particular, of railway transport statistics. It was accordingly decided to appoint a Mixed Committee to follow the work done by both parties and to provide for as much co-ordination as possible. The Mixed Committee was to report to both organisations, each retaining its entire freedom of decision in the matter.

The Mixed Committee met twice, in June 1930 and in January 1931. It reviewed the work done by both bodies and found that, in general, there was complete agreement between the work of both parties. The proceedings of these two meetings represent an interesting addition to the documentary material already collected.

At its sixteenth session in May 1931, the Advisory and Technical Committee took note of the Mixed Committee's proceedings, and found that its conclusions were in agreement with the work already done by the Statistics Committee. It reserved, however, its consideration of the subjects of the enquiry until such time as the final report of the Statistics Committee should be available.

At the same time, the Advisory and Technical Committee decided that the report in question, on receiving its approval, should be transmitted to the Governments concerned with a request to have it considered by their competent departments and to communicate to the Committee any proposals by the departments in question — in the light of each country's special circumstances — in regard to the methods of applying the principles of the report, the object being to make the opinion of the different countries available on the results of the enquiry before the meeting of a Transport Statistics Conference.

Finally, after the completion of all the preparatory work of the Statistics Committee, the Drafting Committee proceeded to co-ordinate the various reports on the statistics of the various means of transport, so as to embody the results of the various enquiries in a single whole in such a form as to enable it, after adoption by the Advisory and Technical Committee, to serve as a basis for the work of a Transport Statistics Conference to be summoned subsequently. The Drafting Committee met for the purpose first in January 1931 and later in July 1931. The upshot of its labours was a draft International Convention relating to economic statistics, which is attached to this report, together with regulations relating to maritime navigation, railways and inland navigation respectively. The whole

constitutes the binding part of the Committee's proposals. Another optional part consists of recommendations with regard to administrative and technical statistics in connection with maritime navigation, railways and inland navigation respectively. The two parts are followed by a number of annexes and model statistical tables.

The second part of the report summarises briefly the principles which are at the basis of the Statistics Committee's proposals, with explanations of the same.

* * *

Transport statistics may be treated, so far as their nature and use are concerned, from two different standpoints. They may be divided into :

1. Statistics from the commercial standpoint ;
2. Technical and administrative statistics.

The Committee came to the conclusion that, while all these forms of statistics were of interest, it was the statistics which deal with the exchange of goods according to the nature of the goods — that is to say, directly commercial statistics allowing of the comparison of trade movements — which are of most value for international purposes, and that their unification would make possible comparison of the economic activities of different countries.

Consequently, the first and binding part of the Committee's proposals relates to statistics of the transport of goods by the three different forms of transport (maritime navigation, railways and inland navigation), including statistics of the movement of sea-going vessels in the case of maritime navigation.

The binding part of the proposals is followed by a second and optional part in the form of separate recommendations with regard to technical and administrative statistics in the case of the three forms of transport in question.

The object of the Committee in proposing this division of the subject was again to arrive at adequate and practical results, while at the same time remaining within the limits of what countries which might hesitate to undertake far-reaching obligations would be prepared to accept. These ideas had already been recognised generally by the special Committee referred to above, appointed in 1924 by the Permanent International Association of Navigation Congresses to study the question of inland-navigation statistics. The latter took as the basis of its enquiry the work of the fourth Navigation Congress, held at Manchester in 1890, but diverged from the conclusions of the Manchester Congress on this point, the Manchester resolutions relating rather to technical and administrative than to commercial statistics.

The recommendations of the Statistics Committee (in the second part of its proposals) in regard to the unification of administrative and technical statistics are designed to make it possible to compare this important branch of statistics, no less than commercial statistics in the different countries, to the extent that the latter agree to keep such statistics in the detailed forms shown in the annexed tables prepared for the purpose.

One of the principles at the basis of the Committee's proposal is the division of the different countries into districts and the grouping (in the case of the maritime statistics) of these districts in regions and groups. The Committee recognised that, for the purpose of comparison, it was essential to have information, not only as to the amounts of goods transported in tons or the movements of trade in ton-kilometres, but even more to have particulars, not only of the nature of the trade, but also of the parts of the territory between which the movements of trade take place. The Committee accordingly proposed the division into districts on the basis of economic considerations and not necessarily on the lines of the administrative boundaries.

On the same grounds of practical utility in connection with the economic use of the statistics, the Committee's proposals provide that the particulars, which, generally speaking, are to be given separately in the case of each district, need not be given separately in the case of districts where the total trade is below a certain figure. On the other hand, in order to allow of separate study of the trade to a given point, where the movements are on a large scale, as in the case of certain big ports, the Committee proposes to treat the ports in question as separate districts.

It is proposed that the districts should be delimited by each country in its own territory; but, by a stipulation that notice shall be given beforehand of the proposed delimitation, it is left open to other countries to submit such observations as they may have to make in good time — a provision which is of special interest in the case of contiguous States. The division into regions and groups on international rather than national lines is proposed by the Committee itself.

The districts in the case of the three means of transport are to be identical, but provision is made to enable them to be grouped together in the case of any one means of

transport. Provision is also made for special rules in the case of maritime districts — *i.e.*, districts with ports which are frequented, if only subsidiarily, by maritime shipping.

In the classification of goods by groups in accordance with the three annexed nomenclatures, the Committee followed the same principle by which it was actuated in making one part of its proposals binding and the other optional. It provides for a minimum obligatory nomenclature, but at the same time proposes two more extended nomenclatures, one giving full details, and the other being intermediary between the two. The object is to maintain the complete comparability of the statistics of such countries as are prepared to accept a more extended nomenclature, either in the case of all three forms of transport, or in the case of any one form of transport; or, again, in the case of countries which are prepared to supply full details only in the case of certain items.

Similarly, the Committee proposes the establishment of a still more complete list of goods, with a view to uniformity in the sub-division of the items of the detailed nomenclature. Provision is also made for a general alphabetical list of goods for the classification of the latter under the nomenclatures adopted. The list is to be drawn up in co-operation with the Customs Experts and the Committee of Statistical Experts of the League of Nations.

The Committee endeavoured, in drawing up the proposed nomenclature, to effect as far as possible an approximation to the draft Customs nomenclature and system of classification evolved by the Customs Experts. The Customs nomenclature, which is the starting-point in the preparation of the foreign trade nomenclature, should be comparable as far as possible to the transport statistics nomenclature, which represents a kind of conspectus of internal trade, while it at the same time in many cases gives a picture of transport operations directly connected with foreign trade.

But the principles underlying the Customs nomenclature and those which underlie the transport statistics are sometimes difficult to harmonise, and the Customs nomenclature is not always logical or rational where applied to transport statistics. The Committee found, to its regret, after the Customs Experts had concluded their labours, that it was necessary to abandon the idea of approximating the transport nomenclature to the Customs nomenclature. Any such assimilation threatened to produce a transport nomenclature out of harmony with the essential requirements of satisfactory transport statistics. The Committee drew the attention of the Customs Experts, while the Committee of the latter was still sitting, to certain serious difficulties, from the transport standpoint, inherent in certain parts of the proposed Customs nomenclature; but it was found later that the difficulties referred to had not been eliminated from the Customs nomenclature in its final form, and that in the case of certain other products as well the Customs Experts had adopted a classification which was inconsistent with the requirements of transport statistics.

The Committee continues, however to hope that it will be possible to arrange for comparability between its proposed nomenclature and the nomenclature which is to be prepared by the Committee of Statistical Experts set up under the International Convention of December 14th, 1928, relating to economic statistics. In that case, however, changes may subsequently be required in the case of certain groups of items in the Committee's nomenclature.

On the question of what should be regarded for the purpose of the statistics as a single transport the Committee proposes to adhere, generally speaking, to the conception of goods transported without transshipment, excepting cases of transport by rail where there is transshipment from wagon to wagon but only a single way-bill. The Committee recognised that it would be more complete if the statistics were to include all goods transported with transshipment, so as to make it possible to follow the goods from their point of departure to the place of their final unloading; but it was of opinion, on the other hand, that the preparation of such statistics, at any rate under present circumstances, would in practice meet with very considerable difficulties.

The Committee further made a recommendation for the compilation of general statistics on direct transshipments from vessels to wagons, in order to make it possible to form an appreciation of the extent of this form of traffic.

As regards the basis of collection of the particulars required for the compilation of transport statistics, the Committee, while taking as its starting-point the principle of an obligatory declaration, endeavoured to facilitate the application of its proposals by providing that the declaration — a uniform model for which it drew up — should only be required where the way-bill or Customs declaration do not themselves contain the information necessary for drawing up the proposed lists. Further, the model forms of declaration proposed relate only to maritime and inland navigation, since in the case of the railways all the necessary particulars required for the statistics are already available in the way-bills or receipts as well as in the accounts of the railway administrations.

In the case of maritime navigation statistics especially, the Committee considered it desirable to group the foreign regions of loading and unloading, in the case of each class of goods as well as in the aggregate, into two zones — *i.e.*, in respect of the maritime districts of

the country in which the statistics are compiled, firstly the zone within which the whole of the transports may be regarded as short-distance traffic, and secondly the zone within which the whole of the transports may be regarded as constituting long-distance traffic. Two criteria were proposed as a means of distinguishing between short-and long-distance traffic — viz., (a) delimitation for each separate group, taking into account the special requirements of each case, and (b) a general criterion of international trade relations over a specified length of journey. It was ultimately decided to propose the second of these two criteria and to specify, merely by way of indication, the figure 2,000 nautical miles as a basis for the delimitation.

In its recommendations with regard to railways, the Committee proposed that the statistics should not relate to secondary lines, on the ground that their compilation would not add much value to the aggregate statistical information, while it would involve considerable additional effort. At the same time, in order not to restrict the comparability of the particulars of traffic in the different countries, there is a provision that the secondary lines excluded from the statistics are not to represent in the aggregate more than 5 per cent either of the traffic or receipts of the railways of the country concerned.

In the case of passenger traffic on the railways, the Committee came to the conclusion that the railway administrations had not sufficient information at their disposal to enable statistics of any accuracy to be drawn up on the subject of passenger traffic according to the places of departure and destination. In these circumstances, it was unable to make any recommendation with regard to the compilation of statistics in regard to this traffic.

As regards administrative and technical statistics relating to railways, in particular statistics with regard to the financial results of their operation, the Committee found that the remarkable statistical publications of the International Railway Union already afford a large amount of valuable information as to the lines operated by administrations belonging to the Union. The Committee accordingly decided to propose that, for the purpose of international unification, the particulars to be furnished with a view to the statistics of this character should be on the same lines as those adopted by the International Railway Union in the case of its members. Accordingly, the model tables of these statistics are also taken from the statistical publications of the Union.

Lastly, the Committee found that, in the case of inland navigation statistics, as distinguished from railway and maritime navigation statistics, particulars of passenger traffic were of interest only on certain navigable waterways, and it accordingly did not propose the inclusion in the statistics of lists of the numbers of passengers transported. Similarly, with the question of whether it would be desirable in the statistics of the use of navigable waterways to include particulars of the use made of the depths available by means of draught measurements, the Committee was of opinion that the question was of no real importance in the case of permanently canalised or regularised rivers, and accordingly made no proposal on the subject. On the other hand, the Committee considered that, in the case of rivers the regularisation of which is not complete, it would be eminently desirable for statistical information to be regularly supplied on as complete a scale as possible in order to allow of comparison of the depths available and the draughts used.

* * *

This report confines itself to giving some explanation of the principles on which the Committee's proposals are based. The details of their application will be clear from perusal of the text of the proposals themselves.

DRAFT INTERNATIONAL CONVENTION ON TRANSPORT STATISTICS
together with
REGULATIONS RELATING RESPECTIVELY TO MARITIME
NAVIGATION, RAILWAYS AND INLAND NAVIGATION.

DRAFT INTERNATIONAL CONVENTION ON TRANSPORT STATISTICS.

(Text adopted by the Drafting Committee of the Committee for the Unification of Transport Statistics at its second session held at Geneva, July 1st to 10th, 1931.)

Article 1.

The Contracting States undertake to compile and publish for each calendar year transport statistics concerning maritime navigation, railways, and internal navigation (including raft traffic) in accordance with the provisions of the present Convention, its Regulations and Annexes.

Such statistics shall include :

- (a) Annual returns of transport from one area to another and inside the same area, for each of the three means of transport above mentioned ;
- (b) Annual returns of the movement of sea-going vessels.

Article 2.

The returns provided for in the present Convention and in its Regulations shall cover :

- (a) All goods traffic by sea-going vessels or craft used in internal navigation without transshipment ;
- (b) All goods traffic by rail on a single way-bill, and all railway traffic carried without transshipment on successive way-bills, where the place of loading is known in the territory of unloading.

Article 3.

Transshipment within the meaning of Article 2. (a) shall not be deemed to have taken place :

1. When the vessel or craft has to be lightened by reason of a change in the state of the channels or by reason of any other unforeseen circumstance, and when the vessel or craft and the part of its cargo taken out to lighten it are unloaded in the same place ;
2. When, by reason of damage incurred, it is found impossible for the vessel or craft to complete its voyage and the goods are carried to the place of unloading by another vessel or craft.

Article 4.

Traffic carried from one point to another in the same port or from one station to another in the same locality shall not be included in the traffic referred to in Article 2. Nevertheless, it is desirable to include such transports in the returns if effected on a separate way-bill.

Article 5.

In the case of goods loaded or unloaded elsewhere than in a station or port, each contracting State shall determine which station or port is to be considered in each case as the place of loading or unloading.

Article 6.

For the purpose of compiling the transport statistics, the territories of the several States shall be divided into districts, each of which shall be given a number.

This division shall be based mainly on economic and technical considerations without necessarily coinciding with the administrative boundaries.

When the importance of a port or group of contiguous ports or of a locality justifies such a step, the said port or group of ports or locality may constitute a separate district.

The boundaries of the districts shall be the same in the case of the three means of transport to which Article 1 relates, unless special circumstances in connection with the different means of communication in particular localities necessitate minor exceptions to these rules.

When the particular conditions of one of these means of transport do not justify a detailed division, the contracting States shall be entitled to group two or more districts together in respect of the means of transport concerned.

Article 7.

At the date of deposit of the instruments of ratification of the present Convention, or notification of accession thereto, the contracting States shall communicate to the Secretary-General of the League of Nations lists of their districts showing the boundaries of the latter. These lists shall be immediately brought to the notice of contiguous signatory or acceding States through the Secretary-General.

Within four months from the date on which such communication is made, the contiguous signatory or acceding States shall be entitled to submit any observations they may have to make with regard to the said lists or boundaries.

Within three months dating from the expiry of the period provided for in the previous paragraph, final lists and boundaries of districts, as fixed by each of the contracting States after consideration of such observations as may have been made, shall be transmitted to the Secretary-General of the League of Nations for notification to all signatory or acceding States.

The same procedure shall be followed in the case of any later modifications in the number or boundaries of districts, as well as in the case of the notification for which Article 19 provides.

Article 8.

Each State shall determine, in the case of all navigable waterways with outlets to the sea, the normal up-stream limit of maritime navigation and the normal down-stream limit of inland navigation.

Where the maritime portion of the waterway is situated in the territory of more than one State, the respective limits shall be determined jointly by the States concerned.

The decision in regard thereto shall be transmitted to the Secretary-General of the League of Nations for communication to the other contracting States at the time of deposit of the instruments of ratification or notification of accession.

Article 9.

The goods traffic referred to in Article 2 shall be grouped for transport statistical purposes in accordance with the nomenclatures prepared for the purpose (see Annexes A, B, C and D).

The nomenclature shown in Annex A represents the minimum obligatory nomenclature.

The contracting States may at any time declare in an additional Protocol, which shall be open for this purpose at the date of signature of the present Convention, that they adopt the nomenclature shown in Annex B in the place of nomenclature A, either for all the three means of communication or for any one of them.

They may also declare under the same conditions that they adopt the nomenclature shown in Annex C. Nevertheless, the effect of this declaration may be limited to certain maritime ports or to certain waterways. In the case of the waters of a river system situated in the territory of several States, this declaration may be made subject to one or more of the riparian States of the said river system also adopting the same nomenclature.

In the case of goods which are a specially important element of their traffic, the contracting States may supplement the nomenclature they have adopted by including items from more detailed nomenclatures or by making use for the purpose of Annex D.

Article 10.

Goods shall be classified under the nomenclatures used in accordance with the alphabetical list in Annex E.

Article 11.

Shipments of less than 500 kilogrammes of goods included in the same item of the nomenclature used, and carried

(a) By a vessel or craft in the course of one and the same voyage from the same port of loading to the same port of unloading, or

(b) By rail under the same way-bill, shall not be included in the returns to which Article 2 relates.

Article 12.

Traffic carried by ferry-boat shall always be regarded as maritime traffic for that part of the journey which lies between the point at which the goods are transferred to the ferry-boat and the point at which they leave it.

Traffic by ferry-boat shall also be regarded as railway traffic in all cases in which it is shipped in a railway truck on a through way-bill involving transport by rail as well as transport by ferry-boat.

Article 13.

Where the way-bills or Customs declarations, whether general or special, do not make it possible to obtain the information necessary for compiling the statistics for which the present Convention provides, the contracting States undertake to make it compulsory to employ a statistical declaration drawn up in accordance with the models hereto annexed (Annexes F and G¹), containing at the least the particulars therein specified.

Article 14.

The Regulations annexed to the present Convention shall have the same force, value and duration as the Convention itself.

Article 15.

With a view to facilitating the application of the present Convention, there shall be constituted a "Committee of Transport Statistics". The members of this Committee shall be appointed from the nationals of the contracting States by the Advisory and Technical Committee for Communications and Transit, which for the purpose of such appointments shall be supplemented by members appointed in the proportion of one member per State by contracting States which are not members of the Communications and Transit Organisation.

The term of office of members of the Committee shall be four years.

The number of members of the Committee shall be a third of the number of States which are parties to the present Convention at the time of the institution or renewal of the Committee, but not less than six.

Article 16.

Proposals for the amendment of the present Convention or its Regulations or Annexes by one of the contracting States shall be submitted to the Committee of Transport Statistics, which shall state its opinion thereon, giving reasons therefore.

The Committee shall propose coefficients of equivalents, as provided in the Regulations I, Article 8, and III, Article 9, between the weights on the one hand and the volumes and units of the different categories of goods on the other hand.

The Committee may of its own initiative suggest amendments to the Convention or its Regulations or Annexes in virtue of changes in economic or technical conditions or difficulties encountered in the practical application of the Convention.

Opinions, proposals or suggestions of the Committee under the present article shall be communicated by the Secretary-General of the League of Nations to all the contracting States, including those having deposited instruments of ratification or accession which have not yet become effective.

Article 17.

Each of the contracting States shall transmit to the Secretary-General of the League of Nations, not later than the date on which the present Convention comes into force in its territory, official or unofficial publications containing :

(a) A list of the maritime ports in its several statistical areas showing the region and, in the case of areas to which the present Convention applies, the district ;

(b) A list of the railway stations showing the area and, in the case of the areas to which the present Convention applies, the district ;

(c) A list of the inland navigation ports showing the area and, in the case of the areas to which the present Convention applies, the district. Such lists shall include the places where rafts are formed and broken up.

In the absence of such publications, each contracting State shall draw up and forward the lists in question to the Secretary-General of the League of Nations, who shall transmit them to the other contracting States concerned.

Each contracting State shall notify the Secretary-General of the League of Nations every three months of such changes as have been made in the several lists above mentioned, and the Secretary-General shall communicate such changes to the other contracting States concerned.

The Committee of Transport Statistics shall keep the collection of lists up to date. It shall suggest such measures as it may consider desirable for ensuring that the lists are of such a character as to allow of comparison.

¹ Railway way-bills contain all the particulars required ; and no provision has therefore been made for specimen statistical declarations in the case of railway traffic.

The Committee shall publish from the means of information at its disposal the following lists for the territories of non-contracting States :

- (a) A list of maritime ports ;
- (b) A list of railway stations ;
- (c) A list of inland navigation ports.

Further, the Committee shall publish a comprehensive summary of the maritime ports of all contracting and non-contracting States alike.

The above publications of the Committee shall be transmitted to the contracting States by the Secretary-General of the League of Nations.

Article 18.

No provision of the present Convention or of its Regulations should be interpreted as imposing obligations or conferring rights incompatible with the Treaties, Acts or Conventions governing international waterways.

Article 19.

The present Convention shall apply to the whole of the territories of the contracting States, including colonies, protectorates and territories under suzerainty or mandate. Nevertheless, when ratifying the present Convention or acceding thereto, the contracting States may declare that they will not apply it to one or more of their territories having a special statistical organisation. They may subsequently cancel such reservation in respect of any or all of the reserved territories by merely notifying the Secretary-General of the League of Nations. Such notification shall become effective within the time-limits laid down in the present Convention for ratification or accession.

Article 20.

When ratifying the present Convention or acceding thereto, the contracting States may declare that they reserve the right to put it into force only as regards one or two of the means of transport to which Article 1 relates. In such case, the contracting States may not act on the provisions of the present Convention in relation to the other contracting States except as regards the said one or two means of transport. They may cancel such reservation in respect of the one or two means of transport reserved by subsequent notification of the Secretary-General of the League of Nations. Such notification shall become effective within the time-limits laid down for ratification or accession.

Article 21.

Nine months after the date of the last deposit of the ratifications or accessions of ten States, the present Convention shall come into force for every State which has ratified it or acceded thereto at the time of such deposit. It shall be registered by the Secretary-General of the League of Nations on the date of its coming into force. It shall come into force for States which ratify it or subsequently accede thereto nine months after the deposit of their instruments of ratification or accession.

Article 22.

The coming into force of the Convention shall take effect only in regard to statistical publications relating to the second calendar year following that in which the above-mentioned period of nine months has expired.

Article 23.

Any State may make the effect of its ratification or accession in respect of one or more of its statistical areas dependent on ratification or accession by one or more States (to be specified by it in its instrument of ratification or accession) in respect of one or more of their statistical areas.

Article 24.

The opinions and suggestions of the Committee on Transport Statistics involving any modification in the annexes to the present Convention, and the proposals of this Committee referred to in the second paragraph of Article 16, shall be put into application upon approval by all the States referred to in the last paragraph of the same Article.

They shall become effective in regard to the statistical publications for the second calendar year following that in which the last notice of approval was received by the Secretary-General of the League of Nations, who shall immediately notify receipt thereof to all the above-mentioned States.

Article 25.

A Conference for the revision of the present Convention and its Regulations shall be summoned by the Council of the League of Nations if a third of the contracting States so request. Further, the Council may at any time summon a Conference for revision on the proposal of the Committee on Transport Statistics.

REGULATIONS I CONCERNING STATISTICS FOR MARITIME NAVIGATION.

Chapter A.

TRANSPORT OF GOODS.

Article 1.

The maritime districts within the meaning of the present Regulations shall be all districts in which there are one or more ports used even subsidiarily by maritime navigation, even when they are separated from the coast to which their channel of access leads by one or more other districts, whether belonging or not to the same statistical territory.

Article 2.

For the purpose of the compilation of maritime statistics the territories of the various States shall be divided into regions. These regions shall be grouped together as provided for in Annex H.

The regions shall be composed of the maritime districts situated on the same coast, even if access to the sea is only obtained through the territory of another State; the limits of the maritime districts shall be fixed in such a manner that the whole of each district may be included in one single region.

Article 3.

The statistics shall show in respect of each maritime district (see Annex J, Table 1) for each of the items of the nomenclature used, and for the whole of the goods, the traffic carried:

1. In home maritime trade:
 - (a) Between ports of the same districts;
 - (b) To and from each of the other maritime districts of the same area;
2. In foreign maritime trade:
 - (a) To and from each region other than that of which the district in question forms part, in so far as the traffic is not between ports of the same statistical area, and should the region of which the district in question forms part extend over more than one statistical area;
 - (b) To and from each statistical area other than that of which the district in question forms part.

However, when the importance of the traffic between the district in question and one or more districts of another statistical area makes it necessary, the traffic to and from the district or districts in question should be shown separately.

On the other hand, when the small importance of the traffic of the district in question with certain areas of any group makes it unnecessary to show separately its traffic with each of these regions, the said regions may be shown together under the heading: "Other regions of the X group".

Article 4.

As regards the different classes of traffic referred to in the preceding Article, there shall be stated (see Annex J, Table 2) as far as possible (in respect of all goods, both on despatch and on arrival, on the one hand as concerns the total home maritime trade, and on the other hand as concerns the foreign maritime trade, from district to region) that part carried under the national flag and that carried under each of the principal foreign flags, up to a total of 75 per cent of the home trade and 75 per cent of the foreign trade.

Article 5.

In the case of traffic from a port of any country to another port of the same country, a distinction may be made between national or nationalised goods carried and foreign goods which are carried under Customs supervision.

Article 6.

It is desirable to divide the statistical regions, areas and districts, in respect of each of the items of the nomenclature used, into two zones — *i.e.*, in respect of the district in question — firstly, the zone within which traffic may be regarded as short-distance traffic; and, secondly, the zone within which traffic may be regarded, when taken as a whole, as constituting long-distance traffic.

This division shall be based on a general criterion of a length of voyage of 2,000 sea miles.¹

¹ The figure 2,000 sea miles is merely an indication.

Article 7.

For the purpose of the present Regulations the expression "goods" includes :

1. Mail ;
2. Solid and liquid fuel for the ship's own use.

Goods referred to under (1) and (2) above must, however, be shown separately.

The amount of goods carried by ferry-boats but loaded on railway wagons shall also be shown separately.

Ships, floating docks, dredgers, cranes, floating elevators and other similar floating appliances, when delivered as goods without being loaded on ship, shall not be included in the statistics of the home maritime traffic, but shall be shown separately under the foreign maritime traffic.

Goods carried for the purpose of the service to which they belong by vessels employed on Government work of any kind, including those of the hydro-technical services, and for research, shall not be included in the returns provided for by Article 2 of the present Regulations.

The yield of fisheries shall not be included under goods unless carried in a manner otherwise than when transported on the fishing vessel itself or on a hunting vessel.

Statistics shall not take account of goods carried as ballast and without bill of lading.

Article 8.

The quantities appearing in the statistics shall show the gross weight of goods. This gross weight is indicated in tons of 1,000 kilogrammes in countries using the metric system. Countries using another unit of weight shall indicate at the head of their statistics the figure for conversion of such unit into metric tons.

When the transport or Customs documents used only show the cubic content or number of articles or packages, the weight shall be estimated by means of coefficients of equivalence previously fixed by agreement between Governments of contracting States on the proposal of the Committee on Transport Statistics.

Where freight charges are habitually calculated on cubic content, it is desirable that the statistics should show the cubic content alongside the weight. Where an item of nomenclature is used to include both goods for which the cubic content is shown and other goods for which such information is not given, the equivalent weight of the former should be mentioned.

Chapter B.

MOVEMENT OF VESSELS BY SEA.

SECTION I. — STATISTICS OF VOYAGES.

Article 1.

The statistics shall show, in respect of each of the maritime districts, the figures for the movement of vessels (number and net tonnage) in foreign maritime traffic, proceeding loaded or under ballast from and to each group of regions (see Annex J, Table III).

These figures shall be given separately, both as regards arrivals and departures, in respect of vessels flying the national flag and, in order of importance, those flying foreign flags when, taken together with the national flag, they represent at least 75 per cent of the total net tonnage.

For the purposes of this Article, a vessel on a voyage involving a call in a territory other than that of the district referred to shall be regarded as engaged in foreign maritime traffic.

Article 2.

For the purposes of the preceding Article and having regard to the last paragraph of the said Article, the following rules shall be observed :

(a) *Port of sailing.* — The following shall be regarded as port of sailing :

1. In the case of tramps arriving under load, the most distant port in another statistical area at which the vessel has taken cargo on board consigned to the district in question ;

2. In the case of tramps arriving under ballast, the last port of call in another statistical area ;

3. In the case of vessels of regular steamship lines, the place from which the vessels of the line sail, or the terminus.

(b) *Ports of destination.* — The following shall be regarded as ports of destination :

1. In the case of tramps leaving a port under load, the most distant port in another statistical area for which cargo has been taken on board in the district in question ;

2. In the case of tramps leaving under ballast, the first port of call in another statistical area ;

3. In the case of vessels of regular steamship lines, the terminus or the place from which the vessels of the line sail.

(c) *Circular lines.* — Vessels of circular lines shall be shown in a separate column.

Article 3.

In the case of foreign maritime traffic and as regards vessels which (during their voyage from or to the port of departure or destination) may touch at a port in another district of the same statistical area, the figures in respect of number, net tonnage and flag of vessels so touching shall be supplied separately.

In the case of foreign maritime traffic and in respect of those vessels which (during their voyage from or to the port of departure or destination) may touch at a port in another statistical area of the same group or another group than the one from or to which they are bound, the figures in respect of number, tonnage and flag of the vessels in question shall be given separately as regards these two kinds of calls.

The provisions of the two preceding paragraphs in regard to calls shall be applied as regards circular lines :

1. In respect of the area in which the district in question is situated if the vessel has touched at a port in another district of the said area ;

2. In respect of each of the statistical regions of the same group and in respect of each of the groups in which the vessel has touched.

The flags referred to in the present Article are those determined for each group by the application of the last paragraph but one of Article 1.

Article 4.

A table shall be drawn up for the whole of the statistical area indicating the total movement (number and net tonnage) of vessels entering and leaving in foreign maritime traffic, the traffic of each group being given separately.

In determining the total foreign maritime traffic, the necessary steps shall be taken to avoid statistics being given twice over in regard to different districts of the same area.

Article 5.

No account shall be taken in the statistics of vessels entering a port under distress and leaving it without loading or unloading goods, taking fuel or undergoing repairs.

Warships, police or inspection vessels and in general ships engaged in any way on government duty, pleasure vessels (yachts), fishing or hunting vessels, ice-breakers, and tugs shall also be excluded when solely used for such purpose.

Article 6.

The following may be mentioned separately :

(a) Vessels fuelling ;

(b) Vessels having undergone repairs ;

provided that they neither load nor unload cargo in the district in question.

SECTION II. — PORT STATISTICS.

Article 7.

In the case of each port of sufficient importance to justify such a procedure, the statistics shall show the movement of all vessels (number and net tonnage) with the exception of vessels mentioned in Article 5 (see Annex J, Table 4). The following may, however, be shown separately :

1. Sea-going tugs ;

2. Vessels referred to in Article 6.

Statistics for vessels entering the port shall show separately :

1. Vessels entering under load and carrying out operations connected with unloading in the port ;

2. Vessels entering under load and not carrying out any unloading operations in the port ;

3. Vessels entering in ballast.

Statistics for vessels leaving the port shall show separately ;

1. Vessels leaving under load after having taken on cargo in the port ;
2. Vessels leaving the port under load without having taken cargo on board in the port ;
3. Vessels leaving in ballast.

In the case both of vessels entering and of vessels leaving, the statistics shall show the movement (number and net tonnage) of vessels flying each different flag. But flags only sparsely represented in the traffic of the port may be grouped under the heading " Other Flags " without being mentioned separately.

Article 8.

The statistics shall show the total weight of cargo taken on board and of cargo unloaded. Articles 7 and 8 of Chapter A of the present regulations shall be applicable in the case of such data.

Article 9.

Vessels entering and leaving shall be divided into the following categories :

1. Vessels without means of mechanical propulsion ;
2. Vessels having both sails and engines as means of propulsion ;
3. Steamships ;
4. Motor-ships.

Should the net tonnage of vessels of the first category be less than 2 per cent of the total, categories 1 and 2 may be amalgamated together.

Article 10.

With a view to the application of Article 7, passengers taken on board or disembarked shall be treated on the same footing as cargo loaded or unloaded.

The taking on of supplies for the ship shall not be regarded as constituting the taking on of cargo.

Loading and unloading of cargo used as ballast and not under bill of lading is not regarded as loading or unloading for the purposes of Articles 7 and 8.

Article 11.

The information given in the present section shall also be given for the total traffic of the statistical area, regard being had to the observations contained in the second paragraph of Article 4 of the present chapter.

REGULATIONS II FOR STATISTICS ON TRANSPORT OF GOODS BY RAIL.

Article 1.

Statistics of traffic by rail within the meaning of the present Regulations deal with railways in general, with the exception of secondary lines. The contracting States shall themselves decide, in respect of each of their statistical areas, what shall be understood by secondary lines. The total of lines thus excluded shall not represent more than 5 per cent of the traffic or receipts of the whole of the railways of the area. Statistics shall mention by name the railway systems for which figures are given.

Article 2.

Every way-bill shall mention the number of the district of the place of loading.

In the case of traffic passing over the railway systems of two or more statistical areas and reconsigned in a district of either of these areas without unloading, the new way-bill shall, as far as possible, mention the place of loading mentioned in the first document, and the number of the district in which such place is situate.

Article 3.

The statistics shall show (see Annex K, Table 5) for each district, for each item in the nomenclature used and for all goods, the traffic carried :

1. Between stations in the district ;
2. From and to each of the other districts in the same area ;
3. (a) From and to each of the districts of each of the other areas to which the transit regulations apply, or
(b) In the case of areas to which the present regulations do not apply, to and from each area.

Nevertheless, in the case of 3 (a), when the total of the goods carried to and from two or more of the said districts during a statistical year remains in the case of each of them at a figure less than tons, the said districts may be grouped together under the heading of the area of which they form a part.

In the case of reconsignment referred to in Article 2, the traffic shall be considered :

1. As regards the statistics of the district of reconsignment, as forming two distinct shipments :
 - (a) Arriving from the loading district ;
 - (b) Despatched to the unloading district.
2. As regards statistics of the loading district, as a shipment to the district of reconsignment.
3. As regards statistics of the unloading district, as an arrival from the loading district.

Article 4.

The following traffic, when included in the statistics, shall be indicated separately :

1. Mails ;
2. Official traffic, on payment or franco.

Rolling stock, when delivered as goods but not loaded on wagons, shall not be included in the statistics. But when it traverses the railway systems of two or more statistical areas, it shall be separately indicated.

Article 5.

The quantities mentioned in the statistics, in countries using the metric system, indicate the gross weight. This gross weight is given in tons of 1,000 kilogrammes. Countries using another unit of weight shall show at the head of their statistics the figures for conversion of the said unit into metric tons.

REGULATIONS III CONCERNING STATISTICS ON TRANSPORT OF GOODS
IN INLAND NAVIGATION (INCLUDING FLOATING).

Article 1.

The statistics shall show for each district, for each of the items of nomenclature and for all goods (see Annex L, Table 6) the traffic carried :

1. Between ports of the said districts ;
2. To and from districts of the same area ;
3. (a) To and from each of the districts of each of the other areas to which the present Regulations apply, or,
(b) In the case of areas to which the present regulations do not apply to and from each area.

Nevertheless, in the case of 3 (a), when the total of the goods carried to and from two or more of these districts does not during a statistical year exceed tons for each of them, these districts may be grouped together under the area of which they form a part.

Article 2.

As regards the transport of sand, gravel and other products dredged in waterways, the provisions of Article 5 of the Convention shall apply for the determination of the place of loading.

Article 3.

The statistical declaration, when required under Article 12 of the Convention, shall be made at the port of unloading and for goods bound for another statistical area at the exit frontier of the area in which the goods were loaded.

Each contracting State shall further remain free to require under its national laws or regulations a declaration at the port of loading.

Article 4.

The contracting States through whose statistical area goods pass for transshipment from a port of loading to a port of unloading, both situated outside the said area, cannot require in respect of such traffic any information other than that derived from the transport or Customs document, the production of which the authorities in that area have the right to require.

Article 5.

When goods are carried exclusively upstream of the limit, referred to in Article 8 of the Convention, at which inland navigation normally stops, they shall be included solely in the inland navigation statistics.

When goods coming from the sea are carried exclusively downstream of the limit, referred to in Article 8 of the Convention, at which maritime navigation normally stops, they shall not be included in the inland navigation statistics.

When goods coming from the sea are carried without transshipment beyond the limit at which maritime navigation normally stops, they shall be included in the inland navigation statistics (in respect of the portion of the route between the limit of inland navigation and the place of unloading) under a special heading: "Mixed Transport".

The same rules shall apply to goods carried in the opposite direction to those referred to in the two previous paragraphs.

Article 6.

Floated timber shall be included in separate returns.

Article 7.

Shipments of mail, when included in the statistics, should be dealt with in separate returns.

Vessels, dredges, floating cranes and elevators and other floating appliances, when delivered as goods without being loaded on vessels, shall not be included in the statistics. Nevertheless, when they travel on the navigable waterways of two or more statistical areas, they must be shown in separate returns.

Article 8.

For the purpose of the present Regulations, solid and liquid fuel intended for use by the vessel itself shall not be regarded as goods.

Goods carried for service requirements by vessels employed in any capacity by the public authorities, including those of the hydro-technical services, shall not be included in the returns referred to in Article I of the present Regulations.

The statistics shall not take into account goods carried as ballast and without a transport document.

Goods conveyed by ferry from one bank to another of a navigable waterway shall not be considered for the purposes of the present Regulations.

Article 9.

The quantitative figures contained in the statistical returns shall show the gross weight in tons of 1,000 kilogrammes in the case of countries using the metric system. Countries using another unit of weight should indicate at the head of their statistics the figure for conversion of such unit into metric tons.

When the transport or Customs documents used only show the cubic content or the number of units or packages, the weight shall be estimated by means of coefficients of equivalence fixed by agreement between the Governments of the contracting States on the proposal of the Committee on Transport Statistics.

Where freight charges are habitually calculated on cubic content, it is desirable that the statistics should show the cubic content alongside the weight. In the case of an item of nomenclature used, including both goods for which the cubic content is shown and other goods for which such information is not given, the equivalent weight of the former should be mentioned.

RECOMMENDATIONS
WITH REGARD TO ADMINISTRATIVE AND TECHNICAL STATISTICS
concerning
MARITIME NAVIGATION, RAILWAYS AND INLAND NAVIGATION
RESPECTIVELY

**RECOMMENDATION WITH REGARD TO ADMINISTRATIVE AND TECHNICAL
STATISTICS CONCERNING MARITIME NAVIGATION.**

Countries should furnish each year a statistical return of the merchant vessels registered in their respective territories. These returns should be prepared on the basis of the information contained on January 1st in the inscription or matriculation register and should include vessels in existence on January 1st.

Effectives of the Mercantile Marine divided into Five Categories and into Groups according to Gross Tonnage. (See Annex I, Table 7.)

The returns should be drawn up by the port or place of registration and should give at least the following particulars :

- I. Number of vessels without mechanical means of propulsion.
 - (a) Sailing vessels ;
 - (b) Sea-going barges.
- II. Vessels having both engines and sails as means of propulsion.
- III. Steamships.
- IV. Motor-vessels.
- V. Tugs.

These particulars should be given with a division of the vessels of each of the foregoing categories into groups according to their gross tonnage ; this division should be at least as detailed as the following :

| | | | |
|--------------------------|--------|-----------|--------|
| 100 tons and over, up to | 500 | 500 tons | |
| | 500 | 1,000 | 1,000 |
| | 1,000 | 2,000 | 2,000 |
| | 2,000 | 3,000 | 3,000 |
| | 3,000 | 4,000 | 4,000 |
| | 4,000 | 5,000 | 5,000 |
| | 5,000 | 6,000 | 6,000 |
| | 6,000 | 8,000 | 8,000 |
| | 8,000 | 10,000 | 10,000 |
| | 10,000 | 15,000 | 15,000 |
| | 15,000 | 20,000 | 20,000 |
| | 20,000 | 30,000 | 30,000 |
| | 30,000 | and over. | |

For each group, the number of vessels and total gross tonnage should be indicated.

For the groups of categories I, II, III and IV, the net tonnage and the maximum draught when loaded should also be indicated.

For the groups of categories II, III, IV and V, the total horse-power of the engines should be indicated.

Division of Vessels into groups according to Age. (See Annex I, Table 8.)

Returns should also be provided sub-dividing for the whole territory of each country the vessels of each of categories I to IV according to age. In each category the number of vessels, total gross tonnage and total net tonnage should be given for each of the following groups :

1. Vessels of less than 2 years.
2. Vessels of 2 to 5 years.
3. Vessels of 5 to 10 years.
4. Vessels of 10 to 15 years.
5. Vessels of 15 to 20 years.
6. Vessels over 20 years.

The age of vessels should be counted from the date on which the first certificate of registry or of nationality was issued.

Division of Vessels according to their Principal Use. (See Annex I, Table 9.)

Countries should furnish a return of vessels classified at a given date according to the principal purpose for which they are used, as follows :

Passenger vessels¹ ;
Cargo vessels (with special indication of tankers).

For each class the table should show the number of vessels, their total gross tonnage, their total net tonnage in tons register and their cargo capacity.

The returns should distinguish between steamships and motor-vessels; among steamships separate mention should be made of ships able to use crude oil (mazout) and turbine vessels.

Vessels not included in the Returns.

Vessels of under 100 tons gross tonnage may be excluded from the different returns.

In the case of tugs, account should only be taken of sea-going tugs of more than 500 horse-power.

The returns should not include pleasure vessels, fishing boats, including auxiliary carriers, pilotage and salvage ships and boats, ships employed in any capacity by the public authorities, and ships belonging to the hydro-technical services.

Should vessels of these different categories be habitually used for the commercial transport of passengers or goods, they should nevertheless be included in the general returns. For each category of ships excluded, separate tables may be furnished giving the different particulars mentioned in the present Recommendation.

Vessels not in Service. (See Annex I, Table 10.)

Each country should furnish annually a special return giving for the beginning of each quarter the number, total gross tonnage and total net tonnage of vessels not in service, making a distinction between vessels temporarily laid up and unseaworthy vessels.

Acquisitions and Losses. (See Annex I, Tables 7 and 9.)

Each country should furnish a separate return of new acquisitions and losses in the mercantile marine during the past year. These acquisitions and losses should be divided on the one hand according to the categories of vessels I to V indicated for the return of the effectives of the mercantile marine, and on the other hand according to the use of the vessels (passenger ships, cargo ships, tankers). As regards acquisitions, the return should show new ships constructed in the country or abroad, purchases of other ships from abroad and changes of categories ; as regards losses, ships broken up or laid up, ships sold abroad and changes of categories.

Crews. (See Annex I, Table 11.)

Countries should supply annually a return of the effectives of the crews on board vessels in service at a given date.

These returns should distinguish for each of the categories I to V referred to above, and for each of the groups into which vessels are divided according to gross tonnage between :

Deck crew
General service personnel.

In the case of vessels with mechanical means of propulsion, they should also indicate the effectives of the engine-room department.

Statistics of Passengers. (See Annex I, Table 12.)

Countries should supply statistics of the number of passengers taken on board and landed during each year.

These statistics should be compiled for each of the principal ports.

For each port the tables should show the areas where the passengers are to land or have come on board, if necessary classifying areas where the passenger traffic is of small importance under the heading "Other Areas". Passengers bound for or coming from ports situated in the same statistical area may, however, be excluded.

These statistics should distinguish between the principal flags up to 75 per cent of the total.

¹ As passenger vessels should be counted all vessels designed to carry at least twelve passengers and supplied with a special certificate for this purpose.

The number of emigrants and immigrants should be indicated separately and divided according to nationality.

No account should be taken of emigrants or immigrants proceeding from one European country to another.

Travellers using ferry-boats should not be included in the statistics.

If the cruising traffic is included in the statistics, this traffic should be dealt with in separate tables.

RECOMMENDATION WITH REGARD TO ADMINISTRATIVE AND TECHNICAL STATISTICS CONCERNING RAILWAYS.

The administrative and technical statistics of railways referred to in the present Recommendation relate to railways in general, with the exception of secondary lines. Countries will themselves decide, in respect of each of their statistical areas, what should be understood by secondary lines. The total of lines thus excluded should not represent more than 5 per cent of the traffic or receipts of the whole of the railways of the area. Statistics should mention by name the railway systems for which figures are given.

1. *Description of lines.* (See Annex II, Table 13.)

Countries should furnish each year a general description of the lines of their railway system accompanied by a map, this description indicating for each of the administrations and for the different gauges :

(a) The length of lines on December 31st, distinguishing, on the one hand, between electrified and non-electrified lines and indicating the average length operated for each, and, on the other hand, between single-track, double-track, treble-track or multiple-track lines ;

(b) The length of each of the principal lines ;

(c) Constitution of the lines according to their profile (horizontal or gradient, and degree of the latter), and according to their direction (straight or curved).

2. *Traction material.* (See Annex II, Table 14.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

(a) The number of steam locomotives and locomotives with special systems, distinguishing in the former case between locomotives with a separate tender and machine-tenders, classified according to the number of motor axles or coupled axles ;

(b) The number of electric locomotives, classified according to the number of motor axles or coupled axles ;

(c) The number of rail-motors according to their system (steam, electric, special).

3. *Rolling-stock.* (See Annex II, Table 15.)

The statistics supplied should indicate for each of the administrations, for the material belonging to it and for the material not belonging to it but registered in its yards, and for the different gauges :

(a) Coaches, according to the number of axles and the number of seats for the different classes ;

(b) Luggage vans, according to the number of axles ;

(c) Wagons, covered, uncovered, with high sides, low sides or without sides (floats), and of special types, according to the number of axles and stating for each of these categories the average loading capacity per axle in tons.

4. *Distances travelled.* (See Annex II, Table 16.)

The statistics supplied should indicate for each of the administrations and for the different gauges the distance travelled in kilometres :

(a) By trains of the different categories (passenger, goods, other) ;

(b) By steam or electric locomotives employed for the traction of trains, as reinforcement, for shunting or detached ;

(c) By rail-motors ;

(d) By vehicles of different categories (carriages, vans, loaded and empty wagons) including vehicles foreign, indicating the distance travelled in axle-kilometres and carriage- or wagon-kilometres.

5. *Passenger traffic.* (Annex II, Table 17.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

- (a) The number of passengers carried in the different classes ;
- (b) The number of passenger-kilometres in the different classes and per axle-kilometre or carriage-kilometre and train-kilometre ;
- (c) The number of tons and ton-kilometres of baggage carried.

6. *Goods traffic.* (See Annex II, Table 18.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

- (a) The number of tons and ton-kilometres of goods in commercial transport carried as express parcels or "*grande vitesse*" and "*petite vitesse*" ;
- (b) The number of tons and ton-kilometres of goods carried on service ;

The totals in ton-kilometres should also be given per kilometre operated and per axle-kilometre, per wagon-kilometre and per train-kilometre.

Lastly, the average distance travelled per ton in commercial transport and in total traffic should be indicated.

7. *Traffic receipts.* (See Annex II, Tables 19, 20 and 21.)

The statistics supplied should indicate for each of the administrations and for the different gauges :

(a) The total receipts of passenger traffic by classes ; the average receipts per passenger by classes ; the average receipts per passenger-kilometre by classes ; the receipts per kilometre operated ; and, lastly, the baggage receipts ;

(b) The total receipts of goods traffic, separately for the different categories of commercial transport and service transport ; the average receipts per ton carried and the average receipts per ton-kilometre for the same categories of traffic ; lastly, the receipts per kilometre operated.

(c) The total receipts of passenger and goods traffic combined, stating the totals of the different categories and their percentage in relation to the grand total ; lastly, the receipts per kilometre operated and per train-kilometre.

8. *Operating Expenses.* (See Annex II, Table 22.)

The statistics supplied should indicate for each of the administrations and for the different gauges the operating expenses, with separate indication of the expenditure on personnel for the following categories :

- (a) General administration ;
- (b) Movements and traffic ;
- (c) Track and buildings ;
- (d) Material and traction ;
- (e) Miscellaneous.

Similarly, the grand total should be given for expenditure on staff, distinguishing between salaries, wages and management allowances, and for expenditure other than on staff, together with the coefficient of operation,¹ the expenditure per kilometre operated and the expenditure per train-kilometre.

9. *Staff.* (See Annex II, Table 23.)

The statistics supplied should indicate for each administration and for the different gauges the total effectives in personnel and their distribution among the different administrative, operating, workshop, etc., services ; they should also indicate the total effectives in personnel per kilometre operated, per 1,000 train-kilometres and per 100,000 axle-kilometres, or per 100,000 vehicle-kilometres.

10. *Fuel and Electric Power.* (See Annex II, Table 24.)

The statistics supplied should indicate for each of the administrations and for the different gauges the quantities of fuel consumed by categories, and should state the calorific power for each of these categories, and the quantity of electric power consumed in kw. hours.

¹ The coefficient of operation is the ratio between the grand total of expenditure and the grand total of receipts.

11. *Taxation.* (See Annex II, Table 25.)

The statistics supplied should indicate for each administration and for the different gauges the amount of taxes :

(a) Which are recovered direct from the public in the form of taxes on the price of conveyance, divided according to the different categories of transport and in the form of stamps on way-bills and taxes on documents ;

(b) Which are not recovered direct from the public — *i.e.*, different categories of taxes included in the operating expenses and the taxes on documents ;

(c) The total taxes per kilometre operated.

These statistics should also indicate the saving effected by the State as a result of the rebates on prices granted under the monopoly or concession agreements, for each different category of rebate, as well as the other savings, as compared with the prices charged to commerce resulting from friendly agreements concluded between the State and the main railway systems.

Lastly, the total taxes and savings should also be given per kilometre.

12. *Form of Statistics.*

The statistical returns dealt with in points 1 to 11 above should be given in the form of tables (see Tables 13 to 25). These tables should, further, be numbered, as in Annex II. Similarly, the columns of these tables should be numbered.

Lastly, in order to compile the various statistics, the method of calculation employed should, as far as possible, be indicated in the form of a brief explanatory note, either before or after the statistical returns. Further, to avoid the necessity of referring each time to the first table, each of the tables should, as far as possible, repeat the average length operated next to the name of the system and for each type of gauge.

RECOMMENDATION WITH REGARD TO ADMINISTRATIVE AND TECHNICAL STATISTICS CONCERNING INLAND NAVIGATION.

I. *Description of Navigable Waterways.*

Countries should supply a short general description and a map of the navigable waterways in their territory, indicating the permanent features of the system of navigable waterways and the main conditions of navigation, and giving a list of the principal ports.¹

This publication should be kept up to date between the issues of complete new editions by means of supplements published if possible at least every two years.

It is also desirable to furnish separate statements regarding each navigable waterway (river, lake or canal), classifying them by basins, and each waterway being divided into sections the limits of which should in all cases coincide with the places where a change occurs in the conditions of navigability.

The description of the waterways system should contain the following particulars (see Annex III, Table 26) :

The length in kilometres of each section of navigable waterway ;

In the case of rivers, the method of technical improvement (dredging, regularisation or canalisation), if any ;

For each section of navigable waterway :

(a) Minimum depth, arithmetic mean of the minima recorded during each of the previous ten years ;

(b) The lowest minimum recorded during the previous ten years and its duration ;

(c) Depth allowing of use recorded for at least 240 days per year, giving this depth for each year and the average for the previous ten years ;

The number of bridges, fixed and movable, for each section, together with the minimum air space above the highest navigable level and the minimum width between the piers of navigable channels at the highest navigable level ;

Number of pontoon bridges for each section ;

Number of falls for each section ;

Number of fixed or movable weirs, with minimum air space above the highest navigable level of navigable channels, if any, and minimum width above this level ;

¹ As principal ports are understood to be those whose total annual traffic (goods discharged and dispatched) amounts to not less than 100,000 tons.

Number of locks at each fall with minimum length and width and the minimum depth at the mitre-sill ;

Existing means of traction, specifying the system employed (by tug, by warping or haulage from the bank, etc.), with mention of any complete or partial monopolies ;

Average length of stoppages due to ice, floods, drought or repairs ;

Brief description of the principal ports, their works, installations and equipment ;

Position and capacity of winter shelters ;

Position and capacity of construction and repair workshops ;

Brief description of improvement works in progress, with probable date of completion ;

Brief statement of works completed since last publication.

II. *Vessels employed in Navigation.*

Countries will supply every five years, and as far as possible for years ending in 0 and 5, a statistical return of the vessels employed. A separate return should be supplied for each separate system of navigable waterways ; this return should include all vessels of not less than 20 metric tons used for the commercial and industrial transport of goods or the transport of passengers.

The returns should contain at least the following particulars (see Annex III, Tables 27, 28 and 29) :

I. Number of vessels without mechanical means of propulsion :

(a) Barges (with special mention of tankers) ;

(b) Sailing vessels.

II. Number of vessels with mechanical means of propulsion :

(a) Passenger boats ;

(b) Cargo boats ;

(c) Motor barges (with special mention of tankers) ;

(d) Sailing vessels with engines ;

(e) Tugs.

For each of these categories, with the exception of II (e), the returns should give the number of vessels and the total tonnage for the following groups :

| |
|--------------------------|
| From 20 to 100 tons ; |
| Over 100 up to 350 tons, |
| " 350 " " 600 " |
| " 600 " " 1,000 " |
| " 1,000 tons, |

these tonnages being expressed in metric tons of cargo capacity.

For the five categories in II the returns should give the number of vessels and their total power for each of the following groups :

| |
|--|
| Up to 50 horse-power inclusive ; |
| Over 50 and up to 100 horse-power inclusive, |
| " 100 " " " 200 " " |
| " 200 " " " 500 " " |
| " 500 " " " 1,000 " " |
| " 1,000 horse-power, |

in each of which mention should be made of the nature of the engine (steam, internal combustion or electric) and of the propelling agent (paddle or screw).

Regarding each category of vessels with or without mechanical propulsion, mention should be made of the material of the hull : iron, wood, mixed (iron and wood), reinforced concrete, etc.

III. *Port Statistics.* (See Annex III, Table 30.)

For ports whose total annual traffic of goods (loaded and discharged) amounts to 100,000 tons, the return should indicate the movement of vessels with and without mechanical means of propulsion (number and cargo capacity at full draught), this number being divided into incoming and outgoing traffic, upstream and downstream, a distinction being made between empty vessels and loaded vessels.¹

¹ Vessels carrying a cargo of less than 500 kilogrammes should be regarded as empty.

The statistics should also give the total tonnage of goods (not divided into categories) loaded and discharged, showing also the direction of the traffic (upstream or downstream). Floated timber should be dealt with in special returns, in the ports where the rafts are originally formed and in the ports of destination. The table should also give the tonnage of goods transhipped from or to railway trucks direct. Fuel carried in the hold, when included in the statistics, should be dealt with separately.

For each port, the total number of vessels, their cargo capacity and the total quantity of goods loaded or discharged, should be divided, as regards both incoming and outgoing traffic, according to the nationalities of the vessels carrying the goods.

The statistics should not include passenger vessels leaving port without having loaded or discharged goods.

Nor should they include warships, police or inspection vessels, and in general vessels engaged in any capacity in Government service, as well as pleasure vessels (yachts), fishing boats, tugs and icebreakers, when they are exclusively used as such.

IV. *Frontier Statistics.* (See Annex III, Table 31.)

The return should show, for each year and for each frontier point, the movements of vessels with and without mechanical means of propulsion (number and cargo capacity at full draught), this number being divided into incoming and outgoing traffic and a distinction being made between empty vessels and loaded vessels.¹

The statistics should not include passenger vessels not carrying goods.

The other categories of vessels mentioned in the last paragraph of Section III above (*Port Statistics*) should also be excluded.

The statistical tables should also give the total tonnage of goods, not divided into categories, showing the direction of arrival or departure.

Floated timber in rafts should, however, be dealt with separately.

The total number of vessels, their cargo capacity, and the total weight of the cargoes should be divided, as regards both incoming and outgoing traffic, according to the nationalities of the vessels carrying the goods.

V. *Statistics regarding the Use made of Navigable Waterways.* (See Annex III, Table 32.)

The return should furnish, for each year, for each section of navigable waterway and for each direction of traffic :

The total number of tons carried on the section, divided into inland traffic, goods shipped, goods received and goods in transit ;

The number of ton-kilometres for the section and the average number of ton-kilometres conveyed over the section (that is to say, the result of dividing the number of ton-kilometres by the length of the section).

Floated timber should be dealt with separately.

Lastly, the statistics should show in the first place, for the whole of each navigable waterway :

1. The total number of tons carried ;
2. The number of ton-kilometres for the waterway ;
3. The average density of traffic for the waterway, without taking into account sections on which there has been no traffic during the year in question.

In the second place, they should show, for the whole waterways system :

1. The total number of tons carried ;
2. The number of ton-kilometres for the system.

VI. *Water-level Graphs.*

Countries should furnish annually day-to-day graphs, corresponding to the standard scales, of the water-levels of rivers with a free current, whether regularised or not, and day-to-day graphs of the depths of water on the mitre-sills which govern navigation.

¹ Vessels carrying a cargo of less than 500 kilogrammes should be regarded as empty.

ANNEXES A-L TO THE CONVENTION AND ITS THREE REGULATIONS

Annex A.

DRAFT NOMENCLATURE OF GOODS.

MINIMUM LIST.

| Serial No. | Ref. to Serial No. of the Nomenclature in Annex C. | Goods. |
|------------|--|---|
| A-1 | 7-13 | Cereals. |
| A-2 | 17-19 | Potatoes, vegetables, roots, edible fruits. |
| A-3 | 20-23 | Colonial produce. |
| A-4 | 24 | Oil seeds and oleaginous fruits : copra. |
| A-5 | 28 | Fatty substances and oils of animal and vegetable origin, liquid or solid (except natural butter and artificial butter and edible fats). |
| A-6 | 29, 30 | Sugar. |
| A-7 | 37-40 | Oil-cake, non-edible molasses, slices and pulp of beetroot, bran and offals, waste of rice, fodder and straw. |
| A-8 | 44, 45a and b, 46-49 | Metallic ores. |
| A-9 | 50-52 | Coal. |
| A-10 | 55, 56 | Mineral oils and motor spirit. |
| A-11 | 58, 94-96 | Natural stone in the rough or simply prepared ; limestone, non-calcined, artificial stones and slabs of concrete, cement, slag, etc., bricks, tiles, pipes, fireclay bricks, structural pottery, articles of natural stone. |
| A-12 | 59, 60 | Limestone cement and pozzolana. |
| A-13 | 63 | Gravel and earth. |
| A-14 | 65-69 | Chemical products. |
| A-15 | 70-77 | Fertilisers. |
| A-16 | 79-81 | Textile raw materials and waste. |
| A-17 | 85-88 | Raw woods, cork, waste. |
| A-18 | 89-91 | Worked woods. |
| A-19 | 99, 100 | Crude iron and steel. |
| A-20 | 102-108 | Iron and steel bars and sections, iron or steel sheets, including galvanised sheets and tin-plate ; rails and railway sleepers and their accessories of iron or steel, tubes and pipes of iron or steel, iron or steel wire (in coils), girders, beams, pillars and similar structural parts of iron and steel ready prepared ; manufactures of iron or steel not included elsewhere. |
| A-21 | 1-6, 14-16, 25-27, 31-36, 41-43, 53, 54, 57, 61, 62, 64, 78, 82-84, 92, 93, 97, 98, 101, 109-118 | Other goods. |

Annex B.

DRAFT NOMENCLATURE OF GOODS.

INTERMEDIATE LIST.

| Serial No. | Ref. to Serial No. of the Nomenclature in Annex C. | Goods. |
|------------|--|--|
| B-1 | 1 | Live animals (not including fish, crustaceans and molluscs). |
| B-2 | 2 | Fresh meat, chilled or merely salted or smoked. |
| B-3 | 3 | Fish, crustaceans and molluscs. |
| B-4 | 4, 5 | Milk, dairy products and eggs. |
| B-5 | 7 | Wheat. |
| B-6 | 11 | Maize. |
| B-7 | 8-10, 12, 13 | Rye, barley, oats, rice, other food grains. |
| B-8 | 14, 15 | Flour and meal. |

| Serial No. | Ref. to Serial No. of the Nomenclature in Annex C. | Goods. |
|------------|--|--|
| B-9 | 17, 18 | Potatoes, vegetables, roots. |
| B-10 | 19 | Edible fruits. |
| B-11 | 20-23 | Colonial produce. |
| B-12 | 24 | Oil seeds and oleaginous fruits, copra ; |
| B-13 | 28 | Fatty substances and oils of animal and vegetable origin, liquid or solid (except natural butter and artificial butter and edible fats). |
| B-14 | 29, 30 | Raw and refined sugar. |
| B-15 | 31, 32 | Food preparations. |
| B-16 | 33-36 | Beverages. |
| B-17 | 37 | Oil-cake. |
| B-18 | 38-40 | Non-edible molasses, slices and pulp of beetroot, bran and offals, waste of rice, fodder and straw. |
| B-19 | 42, 43 | Raw and manufactured tobacco and waste. |
| B-20 | 44, 46 | Iron ores other than pyrites, manganese ores. |
| B-21 | 45a, b | Iron pyrites, burnt iron pyrites (including decoppered). |
| B-22 | 47-49 | Zinc, copper, lead, aluminium, tin and other metallic ores. |
| B-23 | 50, 51 | Coal and briquettes of coal. |
| B-24 | 52 | Coke. |
| B-25 | 53, 54 | Crude lignite, briquettes and coke of lignite, peat, charcoal. |
| B-26 | 55, 56 | Raw petroleum, refined mineral oils and motor spirit. |
| B-27 | 57 | Bitumen, asphalt, tar, pitch, creosote. |
| B-28 | 58, 96 | Natural stone in the rough or simply prepared ; limestone, non-calcined ; articles of natural stone. |
| B-29 | 59, 60 | Lime, cement and pozzolana. |
| B-30 | 63 | Gravel, sand and earth. |
| B-31 | 65-69 | Chemical products. |
| B-32 | 70-77 | Fertilisers. |
| B-33 | 78 | Raw hides and skins, dressed hides and leather. |
| B-34 | 79 | Cotton. |
| B-35 | 80 | Wool. |
| B-36 | 81 | Other textile raw materials and waste of textile raw materials. |
| B-37 | 82, 83 | Yarns for weaving, sewing, etc. ; tissues. |
| B-38 | 85-88 | Raw woods ; cork ; waste. |
| B-39 | 89-91 | Wood railway sleepers ; timber for construction dressed and for sawing ; articles made of wood and cork, furniture. |
| B-40 | 92 | Wood-pulp. |
| B-41 | 93 | Paper and cardboards ; articles made of paper and cardboard. |
| B-42 | 94, 95 | Artificial stone and slabs of concrete, cement, slag, etc., bricks, tiles, pipes, fireclay bricks ; structural pottery. |
| B-43 | 98 | Glass and glassware. |
| B-44 | 99, 100 | Pig-iron, blooms and billets of iron and steel ; steel castings, ferro-alloys. |
| B-45 | 101 | Old and scrap iron. |
| B-46 | 102-107 | Foundry and rolling-mill products. |
| B-47 | 108 | Manufactures of iron or steel. |
| B-48 | 109-112 | Other crude base metals and their alloys. |
| B-49 | 113 | Machinery and apparatus other than for vehicles, electrical appliances. |
| B-50 | 114 | Vehicles, their engines and other parts. |
| B-51 | 116, 6, 16, 25, 26, 27, 41, 61, 62, 64, 84, 97, 115, 117, 118 | Other goods. |

Annex C.

DRAFT NOMENCLATURE OF GOODS.

DETAILED LIST.

Serial
No.

1. Live animals (not including fish, crustaceans and molluscs).
2. Fresh meat, chilled or merely salted or smoked.
3. Fish, crustaceans and molluscs.
4. Milk and dairy products.
5. Eggs.
6. Raw material of animal origin not specified elsewhere and other raw products of animal origin.
7. Wheat.
8. Rye.
9. Barley.
10. Oats.
11. Maize.
12. Rice.
13. Other food grains.
14. Wheat flour.
15. Other flours, meal and semolina.
16. Malt.
17. Potatoes.
18. Vegetables, roots.
19. Edible fruits.
20. Coffee.
21. Tea.
22. Cocoa, raw.
23. Other colonial produce.
24. Oil seeds, oleaginous fruits ; copra.
25. Sugar beet.
26. Vegetable raw materials for dyeing or tanning ; gums, resins and vegetable saps and juices (including indiarubber).
27. Vegetable raw materials not specified elsewhere and other raw products of vegetable origin.
28. Fatty substances and oils of animal and vegetable origin, liquid or solid (except butter and artificial butter and edible fats).
29. Sugar, raw.
30. Sugar, refined.
31. Preparations of meat, fish, crustaceans and molluscs
32. Other food preparations.
33. Wine.
34. Beer.
35. Potable spirit.
36. Other beverages ; vinegar.
37. Oil-cake.
38. Non-edible molasses ; slices and pulp of beetroot.
39. Bran and offals ; waste of rice.
40. Fodder and straw.
41. Residues and waste from food industries not mentioned elsewhere ; ice.
42. Raw tobacco and waste.
43. Manufactured tobacco and waste.
44. Iron ores other than pyrites.
- 45a. Iron pyrites.
- 45b. Iron pyrites, burnt (including decoppered).
46. Manganese ores.
47. Copper ores.
48. Zinc ores.
49. Ores of other metals.
50. Coal.
51. Briquettes of coal.
52. Coke.
53. Lignite, crude ; briquettes and coke of lignite.
54. Peat, charcoal.
55. Crude petroleum.
56. Refined mineral oils and motor spirit.
57. Bitumen, asphalt, tar, pitch, creosote.
58. Natural stone in the rough, or simply prepared ; limestone, non-calcined.
59. Lime (including lime for fertilising purposes).
60. Cement, pozzolana.
61. Salt (NaCl).

- Serial
No.
62. Sulphur.
 63. Gravel, sand and earth.
 64. Other mineral products not elsewhere specified and waste products (slag, cinders).
 65. Sulphuric acid.
 66. Soda compounds.
 67. Products of the distillation of wood and resin and their derivatives; ethers and alcohols not elsewhere specified or included.
 68. Dyeing and tanning, extracts, colours, inks, lacs, varnishes and mastic.
 69. Other chemical products.
 70. Animal fertilisers (guano, etc.).
 71. Natural phosphate of lime.
 72. Natural sodium nitrate (Chile saltpetre).
 73. Potash fertilisers.
 74. Basic slag "Thomas", ground or not.
 75. Artificial nitrates.
 76. Superphosphate of lime.
 77. Other and compound fertilisers.
 78. Raw hides and skins; dressed hides and leather, except leather articles.
 79. Cotton.
 80. Wool.
 81. Other textile raw materials and waste of textile raw materials.
 82. Yarns for weaving, sewing, etc.
 83. Tissues.
 84. Rags and tailors' cuttings.
 85. Wood in the rough for building.
 86. Wood for the manufacture of wood-pulp.
 87. Pit-props.
 88. Other raw woods, cork, wood waste, cork waste and waste paper.
 89. Wooden railway sleepers.
 90. Timber for building, dressed and for sawing.
 91. Articles made of wood and cork; furniture.
 92. Wood-pulp.
 93. Paper and cardboard; paper and cardboard articles.
 94. Artificial stones and slabs of concrete, cement, slag, etc.
 95. Bricks, tiles, pipes, fireclay bricks, structural pottery.
 96. Articles of natural stone.
 97. Other pottery, earthenware, china.
 98. Glass and glassware.
 99. Pig-iron.
 100. Blooms and billets of iron and steel; steel castings, ferro-alloys.
 101. Old and scrap iron and steel.
 102. Iron and steel bars, and sections.
 103. Iron or steel sheets and plates, including galvanised sheets and tin-plate.
 104. Rails and railway sleepers and their accessories of iron or steel.
 105. Tubes and pipes of cast iron, iron or steel.
 106. Iron or steel wire in coils.
 107. Girders, pylons, pillars, beams and similar structural parts milled in cast iron, iron or steel.
 108. Manufactures of iron or steel not included elsewhere.
 109. Raw copper.
 110. Raw zinc.
 111. Raw lead.
 112. Other crude base metals and their alloys.
 113. Machinery and apparatus other than for vehicles, electrical appliances.
 114. Vehicles, their engines and other parts.
 115. Arms, ammunition, explosives.
 116. Manufactured articles not included elsewhere.
 117. Shipments of miscellaneous goods in isolated packages (not more than 250 kg. per shipment).
 118. Returned empties.

Mail (letters and parcels).

Annex D.

(Annex D will not be prepared until the list in Annex C has been finally drafted.)

Annex E.

(The alphabetical index which Annex E will contain can only be made when the work now proceeding on the compilation of a uniform Customs nomenclature is finished; the index will have to be drawn up in collaboration with the Customs Experts and the Committee of Statistical Experts of the League of Nations.)

Annex F-I.

[Front]

MODEL STATISTICAL DECLARATION FOR MARITIME NAVIGATION (1).

(For explanations see over.)

ARRIVAL of vessels at the port of.....

Arrived on Serial No. (5).....

(Entered loaded, in ballast, empty (2).)

1. Name of vessel
2. Distinguishing number or letters.....
3. Port or place of registration
4. Flag.....
5. Class of vessel (3).....
6. Net tonnage in registered tons.....
7. Name of master

8. Vessel of a regular line, circular route or tramp (2)
9. Port of origin (4).....
10. Intermediate ports in order of call between the port of origin and the port where the present declaration was drawn up
11. Number of passengers landed.....

Details of goods unloaded. (Instead of giving the following description, the cargo manifest may be attached, provided it shows the gross weights.)

| Serial No. | Country of loading | Place | No. of region of loading | No. of district | Commercial description of goods | No. in the statistical nomenclature | Gross weight in kg. | Remarks |
|------------|--------------------|-------|--------------------------|-----------------|---------------------------------|-------------------------------------|---------------------|---------|
| | | | (5) | (5) | | (5) | | (5) |

[Reverse]

(1) To be used where the transport documents or Customs declarations themselves do not furnish the necessary information for drawing up maritime statistics.

(2) Strike out what does not apply.

- (3)
- I. Without mechanical means of propulsion;
 - II. Having both mechanical propulsion and sails;
 - III. Steamer;
 - IV. Motor vessel;
 - V. Tug.

(4) The port of origin is taken to be :

1. For tramps arriving with cargo, the furthest port in another statistical area where the vessel took on goods for the district to which the statistics relate ;
2. For tramps arriving in ballast, the last port of call in another statistical area ;
3. For vessels of regular lines, the home port or terminus.

(5) To be filled in by the clerk of the Statistical Bureau.

[Front]

Annex F-II.

MODEL STATISTICAL DECLARATION FOR MARITIME NAVIGATION

(For explanations see over.)

DEPARTURE of vessels from the port of

Left loaded, in ballast, empty (2), on Serial No. (5).....

Arrived on Serial No. (5).....

1. Name of vessel
2. Distinguishing number or letters.....
3. Port or place of registration
4. Flag.....
5. Class of vessel (3)
6. Net tonnage in registered tons.....
7. Name of master

8. Vessel of a regular line, circular route or tramp (2)

9. Port of destination (4)

10. Intermediate ports in order of call between the port of departure and the port of destination

11. Number of passengers embarked.....

12. Cargo of $\left\{ \begin{array}{l} \text{solid bunker fuel tons} \\ \text{liquid bunker fuel tons} \end{array} \right.$

13. Have repairs been made to the vessel in harbour ?.....

Details of goods loaded. (Instead of making the following declaration, the cargo manifest may be attached, provided it shows the gross weights.)

| Serial No. | Country of unloading | Place | No. of region of unloading | No. of district of unloading | Commercial description of goods | No. in the statistical nomenclature | Gross weight in kg. | Remarks |
|------------|----------------------|-------|----------------------------|------------------------------|---------------------------------|-------------------------------------|---------------------|---------|
| | | | (5) | (5) | | (5) | | (5) |

[Reverse]

- (1) To be used where the transport documents or Customs declarations themselves do not furnish the necessary information for drawing up maritime statistics.
- (2) Strike out what does not apply.
- (3)
 - I. Without mechanical means of propulsion ;
 - II. Having both mechanical propulsion and sails ;
 - III. Steamer ;
 - IV. Motor vessel ;
 - V. Tug.
- (4) The port of origin is taken to be :
 1. For tramps leaving with cargo, the furthest port in another statistical area for which cargo has been loaded in the district in question ;
 2. For tramps departing in ballast, the first port of call in another statistical area ;
 3. For vessels of regular lines, the terminus or home port.
- (5) To be filled in by the clerk of the Statistical Bureau.

[Front]

Annex G.

MODEL STATISTICAL DECLARATION FOR INLAND NAVIGATION.

| A | Name of vessel: | | | | Class of vessel ¹ | | | | | | | | | | | |
|---|--------------------------------|-----------------------------|--|--|---|--------------------|---|-------------------------------|--------------------|-------------------------|---|---|-----|-----------|-------------|---------|
| | Registration No.: | | | | Loading capacity in tons of 1,000 kg. according to the tonnage-measurement certificate or net tonnage in registered tons tons reg. tons | | | | | | | | | | | |
| | Name of master or owner: | | | | Maximum draught in cm. according to the tonnage-measurement certificate cm. | | | | | | | | | | | |
| Country of registration: | | | | <i>To be filled in by the clerk of the statistical bureau.</i> | | | | | | | | | | | | |
| Port of or frontier station of exit of ² | | | | Number of the declaration: | | | | | | | | | | | | |
| Arrived on 19.., empty or loaded ³ | | | | Number of the unloading district: | | | | | | | | | | | | |
| Details of goods unloaded | | | | | | | | | | | | | | | | |
| Serial No. | Places of loading ⁴ | Route followed ⁵ | Commercial description of goods ⁶ | Gross weight in kg. ⁷ | | | Country and place of unloading ⁸ | No. in the goods nomenclature | Country of loading | No. of loading district | Distance in km. between the places of loading and unloading | Detail (if required) of the distance between the different waterways. | | Direction | | Remarks |
| | | | | Total | Transhipped directly | | | | | | | Waterways | Km. | Up-stream | Down-stream | |
| | | | | | From truck to ship | From ship to truck | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| B | | | | | | | | | | | | | | | | |

[Reverse]

The statistical declaration should be made at each of the ports at which the vessel stops.

It must be handed either to the port statistical officer or to the harbourmaster or official replacing him.

The particulars to be supplied in Table A may be printed.

Table B should be filled in by or on behalf of the master or owner.

¹ State whether the vessel in question is :

(a) A sea-going vessel or an inland navigation vessel.

(b) A vessel without means of mechanical propulsion (barge or sailing vessel) or a vessel with mechanical propulsion (steam or motor).

(c) A passenger vessel or a cargo vessel or a motor barge or a motor sailing vessel or a tug.

(d) A raft or timber convoy.

² Name of port or name of frontier station.

³ Strike out what does not apply. A vessel with a cargo of less than 500 kg. is regarded as empty.

⁴ If a single cargo of goods unloaded has been loaded in different places, state the different places and the quantity loaded in each place.

In the case of sand or gravel taken from the river, mention as place of loading the nearest port in the same country.

⁵ The route followed need only be filled in if alternative routes could have been followed.

⁶ The description of the goods should, as far as possible, tally with the nomenclature employed for statistical purposes.

The use of collective descriptions, such as "cereals", "ores", "iron", etc., is prohibited.

In the case of a raft, the particulars concerning the loading and the gross weight should be replaced by the word "raft" with a statement of the nature of the wood (hard or soft) and the volume of the raft.

⁷ In the case of goods for which an average weight is taken, it is sufficient to indicate the number of units.

⁸ To be filled in only where a statistical declaration is made at the frontier of exit.

1
2
1

Annex H.

LIST OF STATISTICAL REGIONS FOR THE PURPOSES OF MARITIME
TRANSPORT STATISTICS. ¹

| Number. | Region. | Number in the list of statistical areas annexed to the Convention on Economic Statistics of December 1928. |
|---|---|---|
| GROUP I. — NORTHERN EUROPE. | | |
| 1. | Norway | 23 |
| 2. | Sweden | 34 |
| 3. | Finland | 13a |
| 4. | U.S.S.R., Baltic Coast | 38b |
| 5. | Estonia, Latvia and Lithuania | 12 21 22 |
| 6. | Danzig and Poland | 26 |
| 7. | Germany, Baltic Coast | 2b |
| 8. | Denmark | 9 10 |
| 9. | Other regions (Faroë Islands, Iceland, Spitzbergen, Finland (Arctic Zone), Russia (Arctic Zone)) | 18 24 13b 38c |
| GROUP II. — WESTERN EUROPE. | | |
| 10. | Germany, North Sea Coast | 2a 3 |
| 11. | Netherlands | 25 |
| 12. | Belgium | 7 |
| 13. | Great Britain and Northern Ireland | 29 30 |
| 14. | Irish Free State | 17 |
| 15. | France, Atlantic Coast | 14a |
| GROUP III. — WESTERN MEDITERRANEAN AND ADJACENT ATLANTIC AREAS. | | |
| 16. | Spain to the north of Portugal | 11a |
| 17. | Portugal ² | 27a |
| 18. | Spain from the southern frontier of Portugal to the French Mediterranean frontier, and Gibraltar | 11b 31 |
| 19. | France, Mediterranean Coast | 14b |
| 20. | Italy, West Coast ³ | 19a |
| 21. | Tunis and Algeria | 110 109 79 |
| 22. | Morocco | 80 81 27b |
| 23. | Madeira and the Azores, Canary Islands and Rio de Oro | 107 106 |
| GROUP IV. — EASTERN MEDITERRANEAN AND BLACK SEA. | | |
| 24. | Italy, East Coast | 19b |
| 25. | Yugoslavia | 33 |
| 26. | Greece | 15 |
| 27. | Turkey | 37 |
| 28. | Bulgaria | 8 |
| 28. | Roumania | 28 |
| 30. | U.S.S.R., Black Sea Coast | 38a |
| 31. | Syria and Palestine ⁴ | 55 52a |

¹ The fixing of the limit between short- and long-distance traffic may involve changes of detail in the groups and regions of this list.

² Excluding Madeira and the Azores.

³ As far as Taranto inclusive.

⁴ Excluding Transjordan.

| Number. | Region. | Number in the list of statistical areas annexed to the Convention on Economic Statistics of December 1928. |
|--|---|---|
| 32. | Egypt, Mediterranean Coast. | 76a |
| 33. | Libya. | 126 |
| 34. | Other regions (Malta, Albania, Dodecanese, Cyprus). | 32 1 20 63 |
| GROUP V. — NORTH AMERICA, ATLANTIC COAST. | | |
| 35. | *Canada, Atlantic Coast, and Newfoundland | 136a 137 |
| 36. | *United States, Atlantic Coast, as far as Jacksonville inclusive | 134a 138 |
| 37. | Other regions (Greenland, Canada, Arctic Zone, St. Pierre and Miquelon, Bermuda) | 136c 139 150 |
| GROUP VI. — NORTH AMERICA, PACIFIC COAST. | | |
| 38. | Alaska | 135 |
| 39. | Canada, Pacific Coast | 136b |
| 40. | United States, Pacific Coast | 134c |
| GROUP VII. — CENTRAL AMERICA. | | |
| 41. | United States, Gulf of Mexico from Jacksonville | 134b |
| 42. | Mexico, Atlantic Coast | 146a |
| 43. | { British Honduras } Guatemala } Atlantic Coast | 161 143a 145a 147a 140a |
| 44. | Colombia, Atlantic Coast | 172a |
| 45. | Venezuela. | 177 |
| 45. | Cuba | 141 |
| 46. | { West Indies and Guiana } Dominican Republic and Haiti. } British West Indies and British Guiana } French West Indies and French Guiana } Dutch West Indies and Dutch Guiana } U.S. Possessions in the West Indies (Porto Rico and U.S. Virgin Islands) } | 142 144 151/160 178 165 166 180 167 181 162 163 |
| 47. | Panama and Canal Zone | 148 164 |
| 48. | Mexico, Pacific Coast. | 146b |
| 49. | { Guatemala } Salvador } Pacific Coast | 143b 149 145b 147b 140b |
| 50. | Colombia, Pacific Coast. | 172b |
| 50. | Ecuador. | 173 |
| GROUP VIII. — SOUTH AMERICA, ATLANTIC COAST. | | |
| 51. | *Brazil | 170 |
| 52. | Uruguay | 176 |
| 53. | Argentina | 168 |
| 54. | Falkland Islands. | 179 |
| GROUP IX. — SOUTH AMERICA, PACIFIC COAST. | | |
| 55. | Peru | 175 |
| 56. | *Chile | 171 |

| Number. | Region. | Number in the list of statistical areas annexed to the Convention on Economic Statistics of December 1928. |
|---|--|---|
| GROUP X. — AFRICA, WEST AND SOUTH. | | |
| 57. | French West Africa, Mauritania, Senegal, French Guinea, Ivory Coast, French Togoland (under mandate), Dahomey, French Cameroons (under mandate). | 111 |
| | | 112 |
| | | 116 |
| | | 117 |
| | | 119 |
| | | 118, 120 |
| | | 85 |
| | | 86 |
| | | 87 |
| | | 89 |
| 58. | British West Africa— <i>i.e.</i> , Gambia, Sierra Leone, Gold Coast, British Togoland (under mandate), Nigeria, British Cameroons (under mandate). | 88 |
| | | 90 |
| | | 121 |
| | | 83 |
| 59. | French Equatorial Africa. | 132 |
| 60. | Belgian Congo. | 93 |
| 61. | Angola | 94 |
| 62. | *Union of South Africa and South West Africa | 129 |
| | | 130 |
| | | 78 |
| | | 108 |
| | | 131 |
| | | 91 |
| | | 92 |
| GROUP XI. — AFRICA, EAST. | | |
| 64. | Mozambique. | 133 |
| 65. | Tanganyika, Kenya and Zanzibar | 100 |
| | | 99 |
| | | 101 |
| 66. | Italian Somaliland, British Somaliland, and French Somali Coast. | 128 |
| | | 102 |
| 67. | Eritrea | 122 |
| 68. | Egypt, Red Sea Coast, including Suez Canal and Anglo-Egyptian Sudan. | 127 |
| | | 76 <i>b</i> |
| 69. | Arabia, Red Sea Coast (Transjordan, Hedjaz and Yemen). . . | 82 |
| | | 52 <i>b</i> |
| 70. | Madagascar | 44 |
| | | 57 |
| 71. | Other regions (Réunion, Mauritius, Seychelles, Socotra). | 123 |
| | | 124 |
| | | 104 |
| GROUP XII. — ASIA, INDIAN OCEAN. | | |
| 72. | Arabia, Indian Ocean and Persian Gulf Coasts, Aden, Hadramaut, Oman. | 105 |
| | | 103 |
| | | 58 |
| | | 43 |
| 73. | Iraq, Koweit and Bahrein Islands. | 51 |
| | | 45 |
| 74. | Persia. | 49 |
| | | 59 |
| 75. | *India (including French Settlements and Portuguese Possessions). | 53 |
| | | 65 |
| 76. | Ceylon | 70 |
| | | 73 |
| GROUP XIII. — FAR EAST. | | |
| 77. | British Malaya, Sarawak, Brunei and British North Borneo . . . | 62 |
| | | 66 |
| | | 67 |
| | | 61 |
| 78. | Siam | 60 |
| 79. | Indo-China | 54 |
| | | 71 |
| | | 41 |
| 80. | *China (including Hong-Kong, Macao and Wei-hai-Wei) | 64 |
| | | 74 |
| | | 68 |

| Number. | Region. | Number in the list of statistical areas annexed to the Convention on Economic Statistics of December 1928. |
|------------------------------|---|---|
| 81. | Japan with Korea, Formosa and Islands under Japanese mandate. | 46 47 48 201 |
| 82. | U.S.S.R., Pacific Coast. | 38 <i>d</i> |
| 83. | Philippine Islands with Guam. | 69 196 |
| 84. | Dutch Indies (including Portuguese Timor) | 72 75 |
| GROUP XIV. — OCEANIA. | | |
| 85. | *Australia with Papua and New Guinea under Australian mandate . | 182 183 184 |
| 86. | New Zealand | 185 186, 187, 188, 189, |
| 87. | British and French Oceania, American Samoa and Samoa under New Zealand mandate | 190, 191, 192, 193, 194, 197, 199, 198, 200 |
| 88. | Hawaii | 195 |

Owing to the length of their coast-lines, it would be very desirable to subdivide the areas marked with a *.

Annex J.

**MODEL STATISTICAL TABLES RELATING TO MARITIME
NAVIGATION.**

- Table 1. — Movement of goods in maritime navigation.
- Table 2. — Movement of goods in maritime navigation by flags.
- Table 3. — Movement of vessels.
- Table 4. — Movement of shipping in ports.

Table 1.

GOODS TRAFFIC IN MARITIME NAVIGATION. — DISTRICT A. — YEAR 1935.

| No. of districts and regions | National districts and foreign regions | Total goods in tons | | Livestock (excluding... etc.) | | Fresh meat, etc. | | Fish, etc. | | Milk, etc. | | Etc. | |
|------------------------------|---|---------------------|---------|-------------------------------|---------|------------------|---------|------------|---------|------------|---------|---------|---------|
| | | shipped | arrived | shipped | arrived | shipped | arrived | shipped | arrived | shipped | arrived | shipped | arrived |
| | INTERNAL TRAFFIC : | | | | | | | | | | | | |
| 1 | District A | | | | | | | | | | | | |
| 2 | District B | | | | | | | | | | | | |
| 3 | etc. | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | |
| etc. | | | | | | | | | | | | | |
| | <i>I. Total internal traffic . . .</i> | | | | | | | | | | | | |
| | EXTERNAL TRAFFIC : | | | | | | | | | | | | |
| | Region A | | | | | | | | | | | | |
| | of which country a (e.g. Latvia)* | | | | | | | | | | | | |
| | of which district a' (e.g. Riga)* | | | | | | | | | | | | |
| | Region B | | | | | | | | | | | | |
| | of which country b* | | | | | | | | | | | | |
| | of which district b'* | | | | | | | | | | | | |
| | etc. | | | | | | | | | | | | |
| | Other regions | | | | | | | | | | | | |
| | <i>II. Total short-distance traffic.</i> | | | | | | | | | | | | |
| | Region R | | | | | | | | | | | | |
| | of which country r'* | | | | | | | | | | | | |
| | of which district r'* | | | | | | | | | | | | |
| | Region S | | | | | | | | | | | | |
| | Region T | | | | | | | | | | | | |
| | etc. | | | | | | | | | | | | |
| | Other regions | | | | | | | | | | | | |
| | <i>III. Total long-distance traffic.</i> | | | | | | | | | | | | |
| | <i>II + III. Total external traffic.</i> | | | | | | | | | | | | |
| | I + II + III 1935 | | | | | | | | | | | | |
| | 1934 | | | | | | | | | | | | |

* Optional indications.

Table 2.

MOVEMENT OF GOODS IN MARITIME NAVIGATION BY FLAGS. —
DISTRICT A. — YEAR 1935.

| Regions from or to which traffic is carried | Principal flags taking part in traffic (75 per cent of total traffic) | Arrivals | | Departures | | Total goods in tons | |
|---|---|-------------------|------------------------------|-------------------|------------------------------|---------------------|---------|
| | | Number of vessels | Net tonnage in tons register | Number of vessels | Net tonnage in tons register | Shipped | Arrived |
| A. <i>Internal Traffic.</i> | Total | | | | | | |
| | of which : | | | | | | |
| | national flag | | | | | | |
| | flag X | | | | | | |
| | flag Y | | | | | | |
| | flag Z. | | | | | | |
| | etc. | | | | | | |
| B. <i>External Traffic.</i> With Region I. | Total | | | | | | |
| | of which : | | | | | | |
| | national flag | | | | | | |
| | flag X | | | | | | |
| | flag Y | | | | | | |
| | flag Z. | | | | | | |
| | etc. | | | | | | |
| With Region II. | Total | | | | | | |
| | of which : | | | | | | |
| | national flag | | | | | | |
| | flag X | | | | | | |
| | flag Y | | | | | | |
| | flag Z. | | | | | | |
| etc. | etc. | | | | | | |

Table 3.

MOVEMENT OF VESSELS. — (Name of district to which the statistics relate.)

| Groups of regions from or to which traffic is carried on, with particulars of the intermediate groups in which calls are made | Principal flags taking part in traffic. (75 per cent of total traffic) | Arrivals | | Departures | |
|---|---|-------------------|------------------------------|-------------------|------------------------------|
| | | Number of vessels | Net tonnage in register tons | Number of vessels | Net tonnage in register tons |
| EXTERNAL TRAFFIC. <i>With Group I</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | flag Y | | | | |
| | flag Z | | | | |
| etc. | | | | | |
| of which: calling at ports in <i>other regions of the same territory</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | flag Y | | | | |
| | flag Z | | | | |
| | etc. | | | | |
| calling at ports in <i>other regions of the same group</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | flag Y | | | | |
| | etc. | | | | |
| calling at ports in <i>Group II</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | etc. | | | | |
| calling at ports in <i>Group III</i> etc. | Total. | | | | |
| | of which: national flag. | | | | |
| | etc. flag X | | | | |
| | etc. | | | | |
| <i>With Group II</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | flag Y | | | | |
| | etc. | | | | |
| of which: calling at ports in <i>other regions of the same territory</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | flag Y | | | | |
| | etc. | | | | |
| calling at ports in <i>other districts of the same territory</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | etc. | | | | |
| calling at ports in <i>Group I</i> | Total. | | | | |
| | of which: national flag. | | | | |
| | flag X | | | | |
| | etc. | | | | |
| calling at ports in <i>Group III</i> etc. | Total. | | | | |
| | of which: national flag. | | | | |
| | etc. flag X | | | | |
| | etc. | | | | |

Note. — If the territory of the district in question does not constitute a whole region, particulars should also be given of the number, net tonnage and flag of vessels for "other territories of the same region", if vessels call at ports in any such territories.

Table 3 (continued).

MOVEMENT OF VESSELS. — (Name of district to which the statistics relate.)

| Groups of regions from or to which traffic is carried on, with particulars of the intermediate groups in which calls are made | Principal flags taking part in traffic. (75 per cent of total traffic) | Arrivals | | Departures | |
|---|---|-------------------|------------------------------|-------------------|------------------------------|
| | | Number of vessels | Net tonnage in register tons | Number of vessels | Net tonnage in register tons |
| <p><i>With Group III</i></p> <p>of which : calling at ports in <i>other regions</i> of the same territory. etc.</p> | <p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> | | | | |
| etc. etc. | | | | | |
| <p><i>With Group XIV</i></p> <p>of which : calling at ports in <i>other regions</i> of the same territory etc.</p> | <p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> | | | | |
| <p><i>Circular</i></p> <p>of which : calling at ports in <i>other regions</i> of the same territory</p> <p>calling at ports in <i>other districts</i> of the same territory etc.</p> <p>calling at ports in <i>Group I</i> etc.</p> | <p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> | | | | |
| <p><i>Total : with Group I</i></p> <p><i>with Group II</i></p> <p><i>with Group III</i> etc.</p> <p><i>with Group XIV</i></p> | <p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. flag X</p> <p>etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> <p>Total.</p> <p>of which : national flag. etc.</p> | | | | |

Table 4.

MOVEMENT OF SHIPPING IN PORTS.

PORT A.

Entered: vessels having a net tonnage of tons

- 1. Vessels without mechanical means of propulsion. . . .
- 2. Vessels having both sails and engines as means of propulsion.
- 3. Steamships.
- 4. Motor vessels.

Left: vessels having a net tonnage of tons

- 1. Vessels without mechanical means of propulsion. . . .
- 2. Vessels having both sails and engines as means of propulsion.
- 3. Steamships.
- 4. Motor vessels.

| Number | Net tonnage register tons |
|--------|---------------------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |

| Vessels entering the port | | | | | | | | | Vessels leaving the port | | | | | | | | |
|---------------------------|--------|------------------|-------------------|--------|------------------|------------|--------|------------------|---|--------|------------------|---|--------|------------------|------------|--------|------------------|
| Loaded | | | | | | In ballast | | | Loaded | | | | | | In ballast | | |
| To unload | | | Without unloading | | | | | | After having taken on cargo in the port | | | Without having taken on cargo in the port | | | | | |
| Flag | Number | Net tonnage R.T. | Flag | Number | Net tonnage R.T. | Flag | Number | Net tonnage R.T. | Flag | Number | Net tonnage R.T. | Flag | Number | Net tonnage R.T. | Flag | Number | Net tonnage R.T. |
| | | | | | | | | | | | | | | | | | |
| <i>Total.</i> | | | | | | | | | | | | | | | | | |

Total cargo unloaded ... Tons

of which mails and postal packets

Total cargo unloaded ... Tons

of which mails and postal packets

Annex K.
Model Railway Statistics Table.

Table 5.

MOVEMENT OF GOODS BY RAIL. — DISTRICT A. — YEAR 1935.

| Number of districts | Name of national districts and of foreign countries or districts | Total goods tons | | Live stock (excluding, etc.) | | Fresh meat, etc. | | Fish, etc. | | Milk, etc. | | Etc. | |
|---------------------|--|------------------|----------|------------------------------|----------|------------------|----------|------------|----------|------------|----------|------------|----------|
| | | con-signed | received | con-signed | received | con-signed | received | con-signed | received | con-signed | received | con-signed | received |
| | INTERNAL TRAFFIC : | | | | | | | | | | | | |
| 1 | District A | | | | | | | | | | | | |
| 2 | District B | | | | | | | | | | | | |
| 3 | District C | | | | | | | | | | | | |
| 4 | etc. | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | |
| etc. | | | | | | | | | | | | | |
| | <i>I. Total internal traffic . . .</i> | | | | | | | | | | | | |
| | EXTERNAL TRAFFIC : | | | | | | | | | | | | |
| | Country A : District 1 | | | | | | | | | | | | |
| | District 2 | | | | | | | | | | | | |
| | Other districts | | | | | | | | | | | | |
| | Country B : District 1 | | | | | | | | | | | | |
| | District 4 | | | | | | | | | | | | |
| | Other districts | | | | | | | | | | | | |
| | Country C | | | | | | | | | | | | |
| | Country D | | | | | | | | | | | | |
| | etc. | | | | | | | | | | | | |
| | <i>II. Total external traffic. . . .</i> | | | | | | | | | | | | |
| | I + II : 1935 | | | | | | | | | | | | |
| | 1934 | | | | | | | | | | | | |
| | Thereof : transhipped from wagon to vessel and <i>vice versa</i> . | | | | | | | | | | | | |

Annex L.

Model Inland Navigation Statistics Table.

Table 6.

MOVEMENT OF GOODS IN INLAND NAVIGATION. — DISTRICT A. — YEAR 1935.

| Number of districts | Name of national districts and of foreign countries or districts | Total goods tons | | Live stock (excluding, etc.) | | Fresh meat, etc. | | Fish, etc. | | Milk, etc. | | Etc. | |
|---------------------|---|------------------|----------|------------------------------|----------|------------------|----------|------------|----------|------------|----------|---------|----------|
| | | shipped | received | shipped | received | shipped | received | shipped | received | shipped | received | shipped | received |
| | INTERNAL TRAFFIC : | | | | | | | | | | | | |
| 1 | District A | | | | | | | | | | | | |
| 2 | District B | | | | | | | | | | | | |
| 3 | District C | | | | | | | | | | | | |
| 4 | etc. | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | |
| etc. | | | | | | | | | | | | | |
| | I. Total internal traffic . . . | | | | | | | | | | | | |
| | EXTERNAL TRAFFIC : | | | | | | | | | | | | |
| | Country A : District 1 . . . | | | | | | | | | | | | |
| | District 2 . . . | | | | | | | | | | | | |
| | Other districts . | | | | | | | | | | | | |
| | Country B : District 1 . . . | | | | | | | | | | | | |
| | District 4 . . . | | | | | | | | | | | | |
| | Other districts . . | | | | | | | | | | | | |
| | Country C | | | | | | | | | | | | |
| | Country D | | | | | | | | | | | | |
| | etc. | | | | | | | | | | | | |
| | II. Total external traffic . . . | | | | | | | | | | | | |
| | I + II : 1935 | | | | | | | | | | | | |
| | 1934 | | | | | | | | | | | | |
| | Thereof : transhipped from wagon to vessel and <i>vice versa</i> | | | | | | | | | | | | |

ANNEXES I-III RELATING TO THE THREE RECOMMENDATIONS
ON ADMINISTRATIVE AND TECHNICAL STATISTICS

Annex I.

MODEL STATISTICAL TABLES RELATING TO THE RECOMMENDATIONS
ON MARITIME NAVIGATION.

- Table 7. — Figures for the mercantile marine (according to gross tonnage of vessels).
- Table 8. — Figures for the mercantile marine (according to age of vessels).
- Table 9. — Figures for the mercantile marine (according to principal use and nature of motive force of vessels).
- Table 10. — Figures for the mercantile marine (vessels not in service).
- Table 11. — Crews.
- Table 12. — Statistics of passengers carried.
-

Table 8.

FIGURES FOR THE MERCANTILE MARINE.

B. DIVISION OF VESSELS INTO CATEGORIES ACCORDING TO AGE. ¹

| Age group | Vessels without mechanical means of propulsion | | | Vessels having both engines and sails as means of propulsion | | | Steamships | | | Motor Vessels | | |
|-------------------------|--|---------------|-------------|--|---------------|-------------|------------|---------------|-------------|---------------|---------------|-------------|
| | Number | Gross tonnage | Net tonnage | Number | Gross tonnage | Net tonnage | Number | Gross tonnage | Net tonnage | Number | Gross tonnage | Net tonnage |
| Less than two years .. | | | | | | | | | | | | |
| 2 to 5 years | | | | | | | | | | | | |
| 5 to 10 ,, | | | | | | | | | | | | |
| 10 to 15 ,, | | | | | | | | | | | | |
| 15 to 20 ,, | | | | | | | | | | | | |
| 20 years and over | | | | | | | | | | | | |

¹ The age of vessels should be counted from the date on which the first certificate of registry or of nationality was issued.

Table 9.

FIGURES FOR THE MERCANTILE MARINE.

C. DIVISION OF VESSELS ACCORDING TO THEIR PRINCIPAL USE AND ACCORDING TO THE NATURE OF THEIR MOTIVE FORCE (AS ON).

| Categories of vessels according to nature of motive force | Passenger vessels | | | | Cargo vessels ¹ | | | | Of which tankers | | | |
|---|-------------------|--------------------------------|------------------------------|----------------|----------------------------|--------------------------------|------------------------------|----------------|------------------|--------------------------------|------------------------------|----------------|
| | Number | Gross tonnage in tons register | Net tonnage in tons register | Cargo capacity | Number | Gross tonnage in tons register | Net tonnage in tons register | Cargo capacity | Number | Gross tonnage in tons register | Net tonnage in tons register | Cargo capacity |
| Steamers Able to use mazout.... Turbine Motor vessels Total | | | | | | | | | | | | |
| Acquisitions { New ships Changes of category Purchases of other vessels. | | | | | | | | | | | | |
| Losses { Breaking up or laying up.... Changes of category Sales | | | | | | | | | | | | |

¹ Including cargo vessels carrying not more than 11 passengers.

Table 10.

FIGURES FOR THE MERCANTILE MARINE.

D. VESSELS NOT IN SERVICE.¹

| Year | Vessels laid up | | | Unseaworthy vessels | | |
|----------------------|-----------------|--------------------|------------------|---------------------|--------------------|------------------|
| | Number | Gross tonnage R.T. | Net tonnage R.T. | Number | Gross tonnage R.T. | Net tonnage R.T. |
| First quarter | | | | | | |
| Second quarter | | | | | | |
| Third quarter | | | | | | |
| Fourth quarter | | | | | | |

¹ With the exception of vessels not in service on account of the season.

Table 12.

STATISTICS OF PASSENGERS CARRIED YEAR 1935.

LARGE PORT : A.

| From or to foreign territories | Flags mainly concerned in transport | Arrivals Number | Departures Number |
|--------------------------------|---|-----------------|-------------------|
| Country A. | Total of which under national flag flag X . . . flag Y . . . etc. | | |
| Country B. | Total of which under national flag etc. | | |
| Country C. etc. | Total etc. | | |

Annex II.

MODEL STATISTICAL TABLES RELATING TO THE RECOMMENDATIONS ON RAILWAYS.

FIRST PART. — CONSTITUTION OF RAILWAY SYSTEMS.

- Table 13. — 1-1 Track.
- Table 14. — 1-2 Traction material.
- Table 15. — 1-3 Rolling stock.

SECOND PART. — TECHNICAL RESULTS OF OPERATION.

- Table 16. — 2-1 Distances travelled.
- Table 17. — 2-2 Passenger traffic.
- Table 18. — 2-3 Goods traffic.

THIRD PART. — FINANCIAL RESULTS.

- Table 19. — 3-1 Receipts from passenger traffic.
- Table 20. — 3-2 Receipts from goods traffic.
- Table 21. — 3-3 Total receipts.
- Table 22. — 3-4 Operating expenses.

FOURTH PART. — MISCELLANEOUS.

- Table 23. — 4-1 Staff.
- Table 24. — 4-2 Fuel and electric power.
- Table 25. — 4-3 Taxes.

Table 15.

1-3. CONSTITUTION OF RAILWAY SYSTEMS. — ROLLING STOCK.
CARRIAGES AND VANS.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | |
|--------|----------------|-------|---|---|-------|-------------------------|----|-----------------------|--------------|----|-----------------------------|------|--|-------------------------|----|----|-----------------------|---|----|-----------|-----------------|---|--|
| Number | Administration | Gauge | Carriages and vans of railway administrations | | | | | | | | | | | | | | | | | | | Carriages and vans not belonging to the Railway Administrations but registered in their yards | |
| | | | Carriages | | | | | | | | | | Luggage vans | | | | | | | | | | |
| | | | No. of carriages | | | | | Total number of axles | No. of seats | | | | No. of carriages per km. operated Col. 8. Col. 15 of Table 1-1 | No. of vans | | | Total number of axles | Average number of vans per km. operated Col. 19. Col. 15 of Table 1-1 | | | | | |
| | | | with | | | Total (Cols. 4 +5+6 +7) | of | | | | Total (Cols. 10+11 +12 +13) | with | | Total (Cols. 16+17 +18) | | | | | | | | | |
| | | | 2 | 3 | 4 | | 6 | | 1 | 2 | | 3 | | | 4 | 2 | | | 3 | 4 or more | | | |
| axles | | | | | class | | | | axles | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | Number of units | Number of axles | |

Table 15 (continued).

1-3. CONSTITUTION OF RAILWAY SYSTEMS. — ROLLING STOCK.
WAGONS.

| 1 | 2 | 3 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | |
|--------|----------------|-------|---------------------------------------|----|-----------|-----------------------|---|----------------------------|------------------|----|-------|----|-----------------------|---|----------------------------|-------------------|--------------------------|-----------------------|-------------------------------------|----|--|---|---|---|----|----|--|-----------------|
| Number | Administration | Gauge | Wagons of the Railway Administrations | | | | | | | | | | | | | | | | | | | | | | | | Wagons belonging to private parties and registered in the yards of the Railway Administrations | |
| | | | Covered wagons | | | | | | Uncovered wagons | | | | | | | | Special wagons | | | | Total number of wagons (Cols. 27+35 +40) | Total number of axles (Cols. 23+36 +41) | Average loading capacity per axle in tons | Average number of wagons per km. operated Col. 43: Col. 15 of Table 1-1 | | | | |
| | | | No. of covered wagons | | | Total number of axles | Average loading capacity per axle in tons | Number of uncovered wagons | | | | | Total number of axles | Average loading capacity per axle in tons | Number of uncovered wagons | | Number of special wagons | Total number of axles | | | | | | | | | | |
| | | | 2 | 3 | 4 or more | | | 2 | 3 | 4 | 6 | 8 | | | 30+31 +32+ 33+34) | with high borders | | | with low borders or without borders | | | | | | | | | |
| | | | axles | | | axles | | | | | axles | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | Number of units | Number of axles |

Table 17.

2-2. TECHNICAL RESULTS OF OPERATION. — PASSENGER TRAFFIC.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | | | | | | | |
|--------|---|----------------|---|-------|---|------------------------------|---|-------------------------|----|-------------------------|----|-------------------------|----|-------------------------|----|--------------------------------|----|-------------------------|----|-------------------------|----|--|----|--|----|--|--|--|--|-------------------------------------|--|-------------------------------|--|
| Number | | Administration | | Gauge | | Passengers | | | | | | | | | | | | | | | | | | | | Baggage | | | | | | | |
| | | | | | | Number of passengers carried | | | | | | | | | | Number of passenger-kilometres | | | | | | | | | | | | | | | | | |
| | | | | | | in 1st class | | in 2nd class | | in 3rd class | | in 4th class | | in 1st class | | in 2nd class | | in 3rd class | | in 4th class | | Per km. operated Col. 21 | | Per axle-km. of carriage A or per carriage km. B (Col. 21 : Col. 20, Tab. 2-1) | | Per train-km. of passenger trains (Col. 21 : Col. 4, Tab. 2-1) | | Average distance travelled per passenger. Col. 21 : Col. 12 | | Number of tons | | Number of ton-km. | |
| | | | | | | Number | | Number | | Number | | Number | | Number | | Number | | Number | | Number | | Col. 15, Tab. 1-1 | | | | | | | | | | | |
| | | | | | | % of total in Column 12 | | % of total in Column 12 | | % of total in Column 12 | | % of total in Column 12 | | % of total in Column 21 | | % of total in Column 21 | | % of total in Column 21 | | % of total in Column 21 | | | | | | | | | | | | | |
| | | | | | | Total (Cols. 4+6+8+10) | | | | | | | | | | | | | | | | Total (Cols. 13+15+17+19) | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Commercial transport Col. 17 Col. 15 of Tab. 1-1 | | Total traffic Col. 21 Col. 15 of Tab. 2-1 | | Per axle-kilometre of goods wagon A or per kilometre of goods wagon B Col. 21 : Col. 5 of Tab. 2-1 | | Per train-kilometre of goods trains Col. 21 : Col. 22+23 of Tab. 2-1 | | Commercial transport Col. 17 Col. 8 | | Total traffic Col. 21 Col. 12 | |

Table 18.

2-3. TECHNICAL RESULTS OF OPERATION. — GOODS TRAFFIC.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | | | | | | | |
|--------|---|----------------|---|-------|---|---------------------------------|---|-------------------------|----|-------------------------|----|-------------------------|----|---------------------------------|----|--------------------------|----|-------------------------|----|-------------------------|----|--|----|--|----|--|--|--|--|-------------------------------------|--|-------------------------------|--|
| Number | | Administration | | Gauge | | Goods Traffic | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Number of tons carried | | | | | | | | | | Number of ton-kilometres | | | | | | | | | | | | | | | | | |
| | | | | | | Express parcels and goods, fast | | Goods, slow | | Total | | Service transport | | Express parcels and goods, fast | | Goods, slow | | Total | | Service transport | | Per kilometre operated | | Per axle-kilometre of goods wagon A or per kilometre of goods wagon B Col. 21 : Col. 5 of Tab. 2-1 | | Per train-kilometre of goods trains Col. 21 : Col. 22+23 of Tab. 2-1 | | Commercial transport Col. 17 Col. 8 | | Total traffic Col. 21 Col. 12 | | | |
| | | | | | | Number | | Number | | Columns 4+6 | | Number | | Number | | Number | | Number | | Number | | | | | | | | | | | | | |
| | | | | | | % of total in Column 12 | | % of total in Column 12 | | % of total in Column 12 | | % of total in Column 12 | | % of total in Column 21 | | % of total in Column 21 | | % of total in Column 21 | | % of total in Column 21 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Commercial transport Col. 17 Col. 15 of Tab. 1-1 | | Total traffic Col. 21 Col. 15 of Tab. 2-1 | | Per axle-kilometre of goods wagon A or per kilometre of goods wagon B Col. 21 : Col. 5 of Tab. 2-1 | | Per train-kilometre of goods trains Col. 21 : Col. 22+23 of Tab. 2-1 | | Commercial transport Col. 17 Col. 8 | | Total traffic Col. 21 Col. 12 | |

Table 19.

3-1. FINANCIAL RESULTS. — RECEIPTS FROM PASSENGER TRAFFIC.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|--------|---------------------|-------|----------|--------------------|--------------------|--------------------|--------------------|-------------------------|--------------------------------|--------------------|--------------------|--------------------|--------------------|--|--------------------|--------------------|--------------------|--------------------|--|---------------------|--|
| Number | Administra- tion | Gauge | Currency | Total receipts | | | | | Average receipts per passenger | | | | | Average receipts per passenger-kilometre | | | | | Receipts per km. operat- ed Col. 9 Col. 15 Tab. 1-1 | Baggage receipts | Total receipts of passenger traffic (Cols. 9+21) |
| | | | | 1st class | 2nd class | 3rd class | 4th class | Total (Cols. 5 to 8) | 1st cl. | 2nd cl. | 3rd cl. | 4th cl. | General average | 1st cl. | 2nd cl. | 3rd cl. | 4th cl. | General average | | | |
| | | | | Col. 5 Tab. 2-2 | Col. 6 Tab. 2-2 | Col. 7 Tab. 2-2 | Col. 8 Tab. 2-2 | Col. 9 Tab. 2-2 | Col. 5 Tab. 2-2 | Col. 6 Tab. 2-2 | Col. 7 Tab. 2-2 | Col. 8 Tab. 2-2 | Col. 9 Tab. 2-2 | Col. 5 Tab. 2-2 | Col. 6 Tab. 2-2 | Col. 7 Tab. 2-2 | Col. 8 Tab. 2-2 | Col. 9 Tab. 2-2 | | | |
| | | | | | | | | | | | | | | | | | | | | | |

Table 20.

3-2. FINANCIAL RESULTS. — RECEIPTS FROM GOODS TRAFFIC.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|--------|----------------|-------|----------|---|--------------------|-------------------------|----------------------|----------------------|--|--------------------|--------------------|----------------------|--------------------|--|--------------------|--------------------|----------------------|--------------------|--|
| Number | Administration | Gauge | Currency | Total receipts | | | | | Average receipts per ton carried | | | | | Average receipts per ton-kilometre | | | | | Receipts per kilometre operated Col. 9 Col. 15 Tab. 1-1 |
| | | | | Commercial transport | | | Service transport | Total (Cols. 7+8) | Commercial transport | | | Service transport | General average | Commercial transport | | | Service transport | General average | |
| | | | | Express parcels and fast goods | Slow goods | Total (Cols. 5+6) | | | Express parcels and fast goods | Slow goods | General average | | | Express parcels and fast goods | Slow goods | General average | | | |
| | | | | Col. 5 Tab. 2-3 | Col. 6 Tab. 2-3 | Col. 7 Tab. 2-3 | | | Col. 5 Tab. 2-3 | Col. 6 Tab. 2-3 | Col. 7 Tab. 2-3 | | | Col. 5 Tab. 2-3 | Col. 6 Tab. 2-3 | Col. 7 Tab. 2-3 | | | |
| | | | | | | | | | | | | | | | | | | | |

Table 21.

3-3. FINANCIAL RESULTS. — TOTAL RECEIPTS.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------|----------------|-------|----------|---|--|---|---|----------------------------|----------------------------|--|--|--|--|---|--|
| Number | Administration | Gauge | Currency | Receipts | | | | | | Percentage of total receipts | | | | Receipts per Km. operated Col. 10 Col. 15 Tab. 1-1 | Receipts per train-km. Col. 7 Col. 7 Tab. 2-1 |
| | | | | From passenger traffic (Col. 22 Tab. 3-1) | From goods traffic (Col. 9 Tab. 3-2) | From passenger and goods traffic (Cols. 5 +6) | Accessory receipts from passenger and goods traffic | Sources other than traffic | Total (Cols. 7+ 8+9) | Passenger receipts Col. 5×100 Col. 10 | Goods receipts Col. 6×100 Col. 10 | Accessory Receipts Col. 8×100 Col. 10 | Receipts from sources other than traffic Col. 9×100 Col. 10 | | |
| | | | | | | | | | | | | | | | |

Table 22.

3-4. FINANCIAL RESULTS. — OPERATING EXPENSES.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|-------------|----------------|-------|----------|---------------------------------|---------------------|-------------------|---|-----------------------|---------------------|--------------------|--|---------------------|---------------------|---------------------|--|-----------------------|---------------------|---------------------|--|---------------|---------------------|---------------------|--|
| Num- ber | Administration | Gauge | Currency | Chief categories of expenditure | | | | | | | | | | | | | | | | | | | |
| | | | | General administration | | | | Movements and traffic | | | | Track and buildings | | | | Material and traction | | | | Miscellaneous | | | |
| | | | | Expenditure | | Total expenditure | | Expenditure | | Total expenditure | | Expenditure | | Total expenditure | | Expenditure | | Total expenditure | | Expenditure | | Total expenditure | |
| | | | | On staff | Other than on staff | Total (Cols. 5+6) | % of total operating expenses Col. 7 Col. 31 | On staff | Other than on staff | Total (Cols. 9+10) | % of total operating expenses Col. 11 Col. 31 | On staff | Other than on staff | Total (Cols. 13+14) | % of total operating expenses Col. 15 Col. 31 | On staff | Other than on staff | Total (Cols. 17+18) | % of total operating expenses Col. 19 Col. 31 | On staff | Other than on staff | Total (Cols. 21+22) | % of total operating expenses Col. 23 Col. 31 |
| | | | | | | | | | | | | | | | | | | | | | | | |

Table 22 (continued).

3-4. FINANCIAL RESULTS. — OPERATING EXPENSES.

| | 2 | 3 | 4 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | | |
|-------------|----------------|-------|----------|---|-----------------------|------------------------------------|-------------------------------------|-------------------------------|-------------------------------------|---------------------------|-------------------|-------------------|----------------------------------|--------------------------------------|-----------------------------------|
| Num- ber | Administration | Gauge | Currency | Grand total of expenditure | | | | | | | | | Coefficient of operation Col. 31 | Expenditure per km. operated Col. 31 | Expenditure per train-km. Col. 31 |
| | | | | On staff | | | | Other than on staff | | | | | | | |
| | | | | Wages, salaries, etc., except management allowances | Management allowances | Total (Cols. 5+9+13 +17+21 +25+26) | % of grand total Col. 27 Col. 31 | Total (Cols. 6+10 +14+18 +22) | % of grand total Col. 29 Col. 31 | Grand total (Cols. 27+29) | | | | | |
| | | | | | | | | | | | Col. 10, Tab. 3-3 | Col. 15, Tab. 1-1 | Col. 7, Tab. 2-1 | | |

Table 23.

4-1. MISCELLANEOUS. — STAFF.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------|----------------|-------|-------------------------------------|------------------------|-------------------|--|-----------------|---------------|---|---|---------------------|---|-------------------|---------------------|---|
| Number | Administration | Gauge | Total Effectives (Cols. 5 to 13) | Central Administration | Regional Services | Maintenance and supervision of track and buildings | Station Service | Train Service | Machinery Service except workshop staff | Staff of current repairs workshop (material and traction) | Principal workshops | Miscellaneous services (gas and electricity works; general warehouses, ticket printing, etc.) | Total effectives | | |
| | | | | | | | | | | | | | per km. operated | per 1,000 train-km. | per 100,000 axle-km. (A) or per 100,000 vehicle-km. (B) |
| | | | | | | | | | | | | | Col. 4 | Col. 4 × 1,000 | Col. 4 × 100,000 |
| | | | | | | | | | | | | | Col. 15, Tab. 1-1 | Col. 7, Tab. 2-1 | Col. 24, Tab. 2-1 |

Table 24.

4-2. MISCELLANEOUS. — FUEL AND ELECTRIC POWER.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|-----------------------|----------------|-------|---------------------------------|-----------------------------|------------|------|-----------|------------|---|-------------------------|------------|------|-----------|------------|
| Number in first table | Administration | Gauge | Average length operated in 19.. | Quantities of fuel consumed | | | | | Electric power consumed, measured at the starting-point of the supply lines of the contact wires (in kw. hours) | Calorific power of fuel | | | | |
| | | | | Coal | Briquettes | Coke | Crude oil | Wood, etc. | | Coal | Briquettes | Coke | Crude oil | Wood, etc. |
| | | | | | | | | | | | | | | |

Annex III.

**MODEL STATISTICAL TABLES RELATING TO THE RECOMMENDATIONS
ON INLAND NAVIGATION.**

Table 26. — Description of navigable waterways.

Table 27. — Statistics of river craft (non-mechanically propelled vessels).

Table 28. — Statistics of river craft (mechanically propelled vessels; loading capacity).

Table 29. — Statistics of river craft (mechanically propelled vessels; horse-power).

Table 30. — Traffic in ports.

Table 31. — Traffic at frontiers.

Table 32. — Utilisation of navigable waterways.

Table 27.

STATISTICS OF RIVER CRAFT. — NAVIGABLE WATERWAY, SYSTEM A.
NON-MECHANICALLY PROPELLED VESSELS.

| Categories of vessels by loading capacity in metric tons | Lighters | | Of which tank lighters | | Sailing Vessels | | Total | | Thereof of iron | | Of wood | | Mixed ¹ | |
|---|----------|------------------------------|------------------------|------------------------------|-----------------|------------------------------|--------|------------------------------|-----------------|------------------------------|---------|------------------------------|--------------------|------------------------------|
| | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons |
| From 20 to 100 | | | | | | | | | | | | | | |
| Over 100 „ 350 | | | | | | | | | | | | | | |
| „ 350 „ 600 | | | | | | | | | | | | | | |
| „ 600 „ 1,000 | | | | | | | | | | | | | | |
| „ 1,000 | | | | | | | | | | | | | | |

¹ Including X vessels of Y tons of reinforced concrete.

Table 28.

STATISTICS OF RIVER CRAFT. — NAVIGABLE WATERWAY, SYSTEM A.
MECHANICALLY PROPELLED VESSELS (LOADING CAPACITY).

| Categories of vessels by loading capacity in metric tons | Passenger vessels | | Cargo vessels | | Motor lighters | | Tanker auto-motor vessels | | Sailing vessels with auxiliary motors | | Total | |
|---|-------------------|------------------------------|---------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|--|------------------------------|--------|------------------------------|
| | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons | Number | Tonnage in metric tons |
| From 20- 100 | | | | | | | | | | | | |
| Over 100- 350 | | | | | | | | | | | | |
| „ 350- 600 | | | | | | | | | | | | |
| „ 600-1,000 | | | | | | | | | | | | |
| Over 1,000 | | | | | | | | | | | | |
| Total | | | | | | | | | | | | |
| Of which | | | | | | | | | | | | |
| iron | | | | | | | | | | | | |
| wood | | | | | | | | | | | | |
| iron and wood mixed . . | | | | | | | | | | | | |
| reinforced concrete . . . | | | | | | | | | | | | |

Table 29.

STATISTICS OF RIVER CRAFT. — NAVIGABLE WATERWAY, SYSTEM A.
MECHANICALLY PROPELLED VESSELS (HORSE POWER).

| Categories of vessels by horse-power of engine | Passenger vessels | | Cargo vessels | | Motor lighters | | Tanker auto-motor vessels | | Sailing vessels with auxiliary motors | | Tugs | | Total | |
|--|-------------------|-----------------|---------------|-----------------|----------------|-----------------|------------------------------|-----------------|--|-----------------|--------|-----------------|--------|-----------------|
| | Number | Horse- power | Number | Horse- power | Number | Horse- power | Number | Horse- power | Number | Horse- power | Number | Horse- power | Number | Horse- power |
| Up to 50 inclusive | | | | | | | | | | | | | | |
| Total of which : | | | | | | | | | | | | | | |
| motor vessels | | | | | | | | | | | | | | |
| paddle boats | | | | | | | | | | | | | | |
| Over 50 to 100 inclusive | | | | | | | | | | | | | | |
| Total of which : | | | | | | | | | | | | | | |
| motor vessels | | | | | | | | | | | | | | |
| paddle boats | | | | | | | | | | | | | | |
| Over 100 to 200 inclusive | | | | | | | | | | | | | | |
| Total: etc. | | | | | | | | | | | | | | |
| Over 200 to 500 inclusive | | | | | | | | | | | | | | |
| Total: etc. | | | | | | | | | | | | | | |
| Over 500 to 1,000 inclusive | | | | | | | | | | | | | | |
| Total: etc. | | | | | | | | | | | | | | |
| Over 1,000 inclusive | | | | | | | | | | | | | | |
| Total, etc. | | | | | | | | | | | | | | |

Table 30.
TRAFFIC IN PORTS.

| Name of Port | Mechanically propelled vessels | | | | Non-mechanically propelled vessels | | | | Floated timber in metric tons | Total in metric tons of goods loaded and unloaded |
|---------------------------------------|--------------------------------|-------|-----------------------------------|--|------------------------------------|-------|-----------------------------------|---|-------------------------------|---|
| | Number | | Tonnage of vessels in metric tons | Tonnage of goods loaded or unloaded in metric tons | Number of vessels | | Tonnage of vessels in metric tons | Tonnage of goods loaded and unloaded in metric tons | | |
| | Total | Empty | | | Total | Empty | | | | |
| PORT A. | | | | | | | | | | |
| Upstream arrivals | | | | | | | | | | |
| Downstream arrivals | | | | | | | | | | |
| Total arrivals : | | | | | | | | | | |
| Under national flag : | | | | | | | | | | |
| Under flag of X | | | | | | | | | | |
| Under flag of Y | | | | | | | | | | |
| Under flag of Z | | | | | | | | | | |
| etc. | | | | | | | | | | |
| Goods transhipped to rail | | | | | | | | | | |
| Shipments upstream | | | | | | | | | | |
| Shipments downstream | | | | | | | | | | |
| Total shipments : | | | | | | | | | | |
| Under national flag : | | | | | | | | | | |
| Under flag of X | | | | | | | | | | |
| Under flag of Y | | | | | | | | | | |
| Under flag of Z | | | | | | | | | | |
| etc. | | | | | | | | | | |
| Goods transhipped from rail | | | | | | | | | | |
| <i>Total in 1935</i> | | | | | | | | | | |
| <i> in 1934</i> | | | | | | | | | | |
| PORT B. | | | | | | | | | | |

Table 31.

TRAFFIC AT FRONTIERS.

| Name of frontier station | Mechanically propelled vessels | | | | Non-mechanically propelled vessels | | | Floated timber in metric tons | Total in metric tons of goods carried | |
|----------------------------|--------------------------------|-------|-----------------------------------|--|------------------------------------|-------|-----------------------------------|-------------------------------|---------------------------------------|---|
| | Number | | Tonnage of vessels in metric tons | Tonnage of goods loaded in metric tons | Number of vessels | | Tonnage of vessels in metric tons | | | Tonnage of goods carried in metric tons |
| | Total | Empty | | | Total | Empty | | | | |
| FRONTIER STATION A. | | | | | | | | | | |
| Entered | | | | | | | | | | |
| Under national flag : | | | | | | | | | | |
| Under flag of X . . . | | | | | | | | | | |
| Under flag of Y . . . | | | | | | | | | | |
| etc. | | | | | | | | | | |
| Left | | | | | | | | | | |
| Under national flag : | | | | | | | | | | |
| Under flag of X . . . | | | | | | | | | | |
| Under flag of Y . . . | | | | | | | | | | |
| etc. | | | | | | | | | | |
| <i>Total in 1935 . . .</i> | | | | | | | | | | |
| <i> in 1934 . . .</i> | | | | | | | | | | |
| FRONTIER STATION B. | | | | | | | | | | |
| Etc. | | | | | | | | | | |

Table 32.

UTILISATION OF NAVIGABLE WATERWAYS.

| Navigable waterways and sections of same | Tonnage of goods carried in metric tons | | | | | Ton ¹ kilometres | Tkm. km. = average density ² of traffic for the section or waterway |
|--|---|---------|----------|---------|-------|-----------------------------|---|
| | Inland | Shipped | Received | Transit | Total | | |
| <p>WATERWAY A.</p> <p>Section I (x km.)</p> <p>Upstream³</p> <p>Downstream³</p> <p>of which</p> <p>floated timber</p> <p>Section II.</p> <p>Etc.</p> | | | | | | | |
| <p>Waterway A. Total:</p> | | | | | | | (Average density of traffic for the waterway.) |

¹ The number of ton-kilometres is obtained by multiplying the total weight of goods, expressed in metric tons, by the total distance travelled in the section, expressed in kilometres.

² The average number of tons carried per kilometre in the section represents the average density of traffic for the section, and is obtained by dividing the number of ton-kilometres by the length of the section in kilometres.

³ A conventional direction "upstream" and "downstream" should be fixed.

Geneva, December 1st, 1931.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

UNIFORM SYSTEM OF LATERAL BUOYAGE

**PROPOSALS OF HIS MAJESTY'S GOVERNMENT IN THE UNITED
KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND.**

DEFINITIONS.

1. The marks to which the following buoyage regulations apply shall include all fixed and floating marks, other than lighthouses and lightships, serving to indicate:

- (1) The lateral limits of navigable channels;
- (2) Natural dangers;
- (3) Other obstructions.

2. In principle, the position of marks (viz., starboard hand or port hand) is determined with reference to the main stream of flood tide, or the general direction taken by the mariner when approaching a harbour, river or estuary from seaward.

3. *Characteristic Shapes of Marks.* — From the standpoint of the mariner, three principal characteristic shapes of marks are recognised, as follows:

- (1) Upper part pointed; known as "Conical";
- (2) Upper part flattened; known as "Can" (cylindrical);
- (3) Upper part domed; known as "Spherical".

These shapes are given either by the body of the mark or by a superstructure, secured to the mark.

4. *Characteristic Shapes of Topmarks.* — Where necessary, marks are further differentiated by the addition of topmarks, having the appearance of:

- (1) A cone;
- (2) A cylinder;
- (3) A sphere;
- (4) A diamond;
- (5) A St. George's Cross.

This appearance may be produced by intersecting plates of the requisite sections or by openwork construction (cages).

5. *Mid-Channel Marks* are used to indicate the deep-water channel or fairway. They may be passed on either hand, but should preferably be left to port.

6. *Isolated Danger Marks* are used where it is desired to indicate the position of a danger which can be adequately marked by a single mark, and may be passed on either hand.

7. *Landfall Marks* are used to indicate the seaward approach to a harbour, river or estuary.

MARKING OF SIDES OF CHANNELS.

8. Marks on the two sides of a channel shall be differentiated as follows:

(a) *Starboard-hand marks:*

Shape: Conical.

Colour: Black, or, for purposes of differentiation, black-and-white chequers.

Topmark (if any): A cone point upwards, painted black.

(b) *Port-hand marks:*

Shape: Can (cylindrical).

Colour: Red, or, for purposes of differentiation, red-and-white chequers.

Topmark (if any): A cylinder, painted red.

9. *Numbering or Lettering of Marks.* — If marks at the sides of a channel are numbered or lettered, this numbering or lettering shall commence from seaward; odd numbers shall be on the starboard, and even numbers on the port hand.

10. *Lighted Marks.* — Lights on marks on the two sides of a channel are differentiated by colour or by rhythm, or by a combination of both colour and rhythm—viz.:

(a) *Starboard-hand marks:* Either a white flashing light showing one or three flashes, or a green light of a character not allocated to the marking of wrecks (see Regulation No. 19).

(b) *Port-hand marks:* Either a red flashing light showing any number of flashes up to four, or a white flashing light showing two or four flashes.

MIDDLE-GROUND MARKS.

11. Marks at the ends of middle grounds shall have the following characteristics:

Shape: Spherical.

Colour: Red and white horizontal bands, where the main channel is to the *right* or the channels are of *equal importance*.

Black-and-white horizontal bands, where the main channel is to the *left*.

Topmarks (if any):

- | | | |
|---|---|---------------|
| (1) Main channel to the <i>right</i> : | } | Painted red |
| Outer end, a cylinder; | | |
| Inner end, a St. George's Cross. | | |
| (2) Main channel to the <i>left</i> : | } | Painted black |
| Outer end, a cone point upwards; | | |
| Inner end, a cone point downwards. | | |
| (3) Channels of <i>equal importance</i> : | } | Painted red |
| Outer end, a diamond; | | |
| Inner end, a sphere. | | |

12. *Lighted Marks.* — Lights on marks at the ends of middle grounds shall be of a character different from neighbouring lights on marks at the sides of the channel.

MID-CHANNEL MARKS.

13. Mid-channel marks, where used, shall be as follows:

Shape: As far as practicable, to be distinctive and different from the principal characteristic shapes (viz., conical, can and spherical).

Colour: Black and white, or red and white, vertical stripes.

Topmark (if any): To be of a distinctive shape (viz., not one of the shapes mentioned in Regulation No. 4).

Light (if any): To be of a character different from neighbouring lights on marks at the sides of the channel.

ISOLATED DANGER MARKS.

14. Isolated danger marks, where used, shall be as follows:

Shape: Spherical.

Colour: Wide black-and-red horizontal bands separated by a narrow white band.

Topmark (if any): Spherical, painted black.

Light (if any): Rhythmic, either white or red (as may be most distinctive, having regard to the character of other lighted marks in the vicinity).

LANDFALL MARKS.

15. Landfall marks, where used, shall be as follows:

Shape: Optional.

Colour: Black-and-white, or red-and-white, vertical stripes.

Light (if any): Rhythmic.

SPECIAL MARKS.

16. *Quarantine Ground Marks:*

Shape: Optional.

Colour: Yellow.

17. *Outfall and Spoil-Ground Marks:*

Shape: Optional.

Colour: Yellow above and black below.

MARKING OF WRECKS.

18. *Caution.* — Mariners should always give a wreck mark a wide berth. When two or more vessels and/or buoys are used to mark a wreck, the mariner should not attempt to pass between them.

19. *Wreck-Marking Buoys.*¹

Colour: Green, with, if practicable, the letter "W" in white.

- (1) If to be passed on the *starboard hand*:

Shape: Conical.

Light (if any): Triple-flashing green,

- (2) If to be passed on the *port hand*:

Shape: Can (cylindrical).

Light (if any): Double-flashing green.

- (3) If buoy can be passed on *either hand*:

Shape: Spherical.

Light (if any): Single-occluding green.²

20. *Wreck-Marking Vessels:*

(a) Colour: Green, with the word "WRECK" or the letter "W" painted in white on both sides.

(b) Shapes:

(1) If to be passed on the mariner's starboard hand: Three green balls or shapes in a vertical line not less than six feet apart, from the end of a cross-yard; the lowest shape to be not less than nine feet above the hull.

(2) If to be passed on the mariner's port hand: Two green balls or shapes in a vertical line not less than six feet apart, from the end of a cross-yard, the lower shape to be not less than fifteen feet above the hull.

(3) If vessel can be passed on either hand: Four green balls or shapes, two in a vertical line one over the other, not less than six feet apart, on each end of a cross-yard; the horizontal distance between the shapes at the two ends of the cross-yard being not

¹ Once their presence is generally known, wrecks may, if desired, be marked in the same manner as natural dangers.

² Where a wreck which can be passed on either hand is marked by two lighted buoys, one at either end of the wreck, the two buoys may be differentiated by different periods of occultation.

less than fifteen feet and not more than twenty-five feet. The two lower shapes to be not less than fifteen feet above the hull.

(c) Lights: Fixed green lights corresponding in number and arrangement to the shapes described above.

A wreck-marking vessel shall not carry the ordinary riding light for a vessel at anchor.

(d) Sound signals: During fog, mist, falling snow or heavy rainstorms, a deep-toned bell shall be rung at intervals of not more than thirty seconds, as follows:

- (1) If to be passed on the mariner's starboard hand: three strokes in succession.
- (2) If to be passed on the mariner's port hand: two strokes in succession.
- (3) If vessel can be passed on either hand: four strokes in succession.

GENERAL.

21. Buoys whose purpose *is not* defined in these Regulations shall be painted in such a way as not to lead to confusion with buoys whose purpose *is* defined in these Regulations.

22. The use of fixed lights on buoys should be avoided wherever practicable.

23. In the case of lights placed on permanent works at the entrance of harbours and whose principal purpose is to mark the sides of a channel, the colour and rhythm should, as far as possible, be in accordance with Regulation No. 10.

24. When coloured sectors are used on lights forming part of the lateral system of buoyage, it is desirable, when circumstances permit, that their colours should be in accordance with Regulation No. 10. In cases where this is not considered practicable, the colours should preferably be allocated in accordance with a definite rule laid down for a particular region, in order that the sectors may be arranged in the same manner when the circumstances are identical.

25. Fixed supports of lights forming part of the lateral system of buoyage should, as far as practicable, be painted in the colour characteristic of the position of the light in that system. If the correct characteristic colour cannot be used, the opposite colour should, wherever possible, be avoided.

RESERVATION.

26. The provisions of these Regulations may be departed from only in cases where, owing to local conditions or exceptional circumstances, they cannot reasonably be carried into effect, and particularly where their adoption might endanger navigation or where the expenditure involved would be out of proportion to the traffic concerned.

Such departures from these Regulations should, moreover, be as limited as the exigencies of the situation will allow, and proper notice of them should be given to mariners.

All possible steps should be taken in such cases to avoid confusion with the other marks provided for in these Regulations.

EXPLANATORY MEMORANDUM.

Note. — In this Memorandum, all references to starboard and port or right and left are, unless otherwise stated, from the standpoint of the mariner coming from seaward or proceeding in the direction of the main stream of floodtide.

INTRODUCTORY.

In 1883, when the Uniform System of Buoyage for the then United Kingdom was drawn up, which, except for the provisions regarding the marking of wrecks, is substantially still in force, lighted buoys were comparatively few and unimportant, and consequently there is no mention whatever of their characteristics in the Regulations comprising that system. The recommendations of the International Maritime Conference, held at Washington in 1889, are similarly silent regarding the characteristics of lighted buoys, and even the recommendations of the International Maritime Conference held at St. Petersburg in 1912 (at which Great Britain was not represented) only dealt with them by inference. Lighted buoys, however, have now become such an integral part of the buoyage of all coasts and harbours that, speaking generally, it may be said that the present tendency is to substitute lighted for unlighted buoys in all positions of importance. This being the case, it is now impossible, or at least illogical, to lay down rules regarding the day characters of buoys without reference to their night characters.

USE OF COLOURS BY NIGHT (Regulations 10 and 19).

Starting from that standpoint, the responsible lighting and buoyage authorities of the United Kingdom have carefully considered upon what principles any new uniform system of buoyage, which, if it were accepted internationally, they would be prepared to adopt nationally, must be based. The first conclusion at which they arrived was that where, by night, the two sides of a channel are distinguished by white lights on the one hand and red lights on the other, the red lights should be on the port hand. The main reasons which have led them to this conclusion are as follows:

(a) A vessel entering a channel from seaward requires the lights with the best possible visibility—*i.e.*, white lights—on her own proper side of the channel (*viz.*, the starboard side), so that she may direct her course towards that side at the earliest possible moment and subsequently keep to it. This greatly reduces the risk of collision with outward-bound vessels, particularly in conditions of low visibility. The outward-bound vessel, however, starting from a definitely known position, is not so completely dependent upon a high degree of visibility of the lights on her side of the channel;

(b) The red light, at sea as on land, is, broadly speaking, always regarded as a sign of danger; consequently, it should mark the side of the channel which an incoming vessel should avoid, and not the side which she should approach in the interests of safety.

(c) The colour red, both by day and by night, should preferably be on the same side as the incoming vessel's own red light, this being not only the more natural and logical arrangement, but also in accordance with the seaman's instinct, based upon the well-known Rule of the Road:

“ *Red to Red,*
Perfect safety. Go ahead ! ”

As regards the use of green lights, the practice throughout the United Kingdom has for many years been to reserve the colour green, both by day and by night, for wreck-marking. This practice, so far as day-marking is concerned, was endorsed by the Washington Conference of 1889, the report of which refers to the colour green as “ universally used to denote a wreck ”. At the International Conference for the Unification of Buoyage and Lighting of Coasts held at Lisbon in October 1930, however, several countries—notably France and Italy—made out a strong case for a limited use of green lights in the marking of channels. The responsible lighting authorities of the United Kingdom are now prepared to agree to the optional use of the colour green for lights on the starboard side of a channel, provided that three satisfactory characters of green lights are definitely allocated and exclusively reserved for wreck-marking. The three characters recommended are set out in

the statement of the proposed new uniform system of lateral buoyage. It will be seen that the only change from the existing system in the United Kingdom is in respect of the marking for a wreck which can be passed on either hand.

SHAPE OF BUOYS (Regulations 3 and 8).

The basic principle of the 1883 Uniform System of Buoyage, that the buoys on the two sides of a channel should always be distinguished by shape, colour being regarded only as an auxiliary means of distinction, has again been unanimously endorsed by all the responsible lighting authorities of the United Kingdom; and no reason is seen for departing from the existing rule, which has spread to many other parts of the world, that conical buoys shall be on the starboard hand, and can or cylindrical buoys on the port hand. It has, moreover, been agreed that this distinction by shape should be made in the case of lighted as well as unlighted buoys.

USE OF COLOUR BY DAY (Regulation 8).

Experience has shown that plain red and plain black are, in general, the most satisfactory day colours for seamarks. Since it has been decided, as stated above, that red lights, if used at all, must be on the mariner's port hand, it is considered natural and logical to appropriate the colour red for day marking to the same side of the channel. The opposite process of reasoning, by which the day colour would first be fixed and the night colour then made to agree with it, is regarded as unsound and unseamanlike. The appropriation of the colour black to the starboard side of the channel follows naturally upon the appropriation of the colour red to the port side. In addition, however, it has been thought necessary to provide for the use, for purposes of differentiation, of chequer buoys, black and white on the starboard hand, and red and white on the port hand, where required.

USE OF RHYTHM IN NIGHT MARKING (Regulation 10).

It is believed to be the general practice, not only in British ships, but also in ships of other nations, to apply odd numbers to boats, fittings, etc., on the starboard side and even numbers to those on the port side. It is, therefore, considered that, where by night the two sides of a channel are both marked by white lights but distinguished by the lights on the one side having an odd number of flashes and those on the other side an even number, the most natural and convenient arrangement is for the lights with an odd number of flashes to be on the starboard hand. There is also, however, a technical reason which renders this arrangement not merely desirable but necessary. On the one side of the channel there can be one-flash and, where necessary, three-flash white lights. Of these, the one-flash can be given at least four distinct characters—viz., one flash every second (or every half-second), one flash every $2\frac{1}{2}$ seconds, one every 5 seconds, and one every 10 or 15 seconds. On the other side, there can be two-flash and, where necessary, four-flash white lights, the first of which can be given two distinct characters. Thus on the side with the odd-numbered flashes there are at least five characters available, but on the side with the even-numbered flashes only three characters. It is, therefore, considered essential that the lights with the even number of flashes shall be appropriated to the port side of the channel, where red lights, with any desired number of flashes, are available to provide additional variations. The lights with the odd number of flashes consequently go to the starboard side, where certain characters of green lights are also available, if required. This division of light characters gives practically equal possibilities of differentiation on the two sides of an intricate channel, where differentiation by rhythm alone or by colour alone would be insufficient for the needs of navigation.

NUMBERING OF CHANNEL MARKS (Regulation 9).

The rule of odd to starboard and even to port having been established in the case of channel lights, it is natural to apply the same rule to the numbering of the marks, such numbering, and also lettering where used, commencing on either side from seaward as recommended by the Washington Conference of 1889.

MIDDLE-GROUND MARKS (Regulation 11).

The use of spherical buoys for marking the ends of middle grounds forms part of the 1883 Uniform System of Buoyage, and experience has shown the great value of this type of buoy. The painting of these buoys in black-and-white or red-and-white horizontal bands is also covered by the 1883 system; and it is considered by the responsible lighting authorities of the United

Kingdom that the method of painting in horizontal bands provides an indication of shoal water or danger which can be readily understood by mariners of all nations. It has been decided, however, to differentiate clearly between the use of black-and-white and the use of red-and-white bands in the same sense as between black and red in channel marking; black-and-white bands being used where it is desired that the incoming vessel, using the main channel, shall leave the mark on her starboard hand, and red-and-white bands in the opposite case. Red-and-white bands would, therefore, be used in the case of a middle ground with equally good channels on either side, if it were desired (as it usually would be) to have one-way traffic, both incoming and outgoing vessels leaving the middle-ground marks on their port hand.

TOPMARKS FOR MIDDLE-GROUND MARKS (Regulation 11).

These have been accepted by the responsible lighting authorities of the United Kingdom as a useful means of distinguishing, where necessary, between the inner and the outer ends of middle grounds where there are main and secondary channels or channels of equal importance. A case in which the desirability of using them appears to be clearly indicated is the one mentioned above, where, with channels of equal importance, it is desired to have one-way traffic on either side of the middle ground. To make this clear to the outgoing vessel, and to distinguish this case from that of the main channel to the right, a topmark at least at the inner end of the middle ground is required.

LIGHTING OF MIDDLE-GROUND MARKS (Regulation 12).

A very complete system for lighting these marks, distinguishing between the outer and the inner ends of middle grounds and indicating the relative importance of the different channels, has been drawn up by the Corporation of Trinity House. An alternative system, also discussed, is the use of occulting lights for middle-ground marks, in contradistinction to flashing lights at the sides of a channel. In view, however, of certain objections to both systems and the possibility that technical progress will before long render available some other method of distinctive lighting, it has been decided only to lay down the rule that the lights shall be of a character different from neighbouring lights on marks at the sides of the channel.

MID-CHANNEL MARKS AND LANDFALL MARKS (Regulations 13 and 15).

In both these cases painting in vertical stripes has been adopted; the responsible lighting authorities of the United Kingdom having endorsed the general principle that vertical stripes should indicate relatively deep water in contradistinction to the use of horizontal bands to denote shoal water or danger (see above under "Middle-Ground Marks").

SCOPE OF REGULATIONS.

The Regulations are intended to be applied only in the sense that, where marks are used for any one of the particular purposes mentioned in the Regulations, they shall be of the character prescribed for that purpose. There is no obligation, for example, to use middle-ground marks or landfall marks at all; but, where such marks are, in fact, employed, they should have the characters laid down in the Regulations.

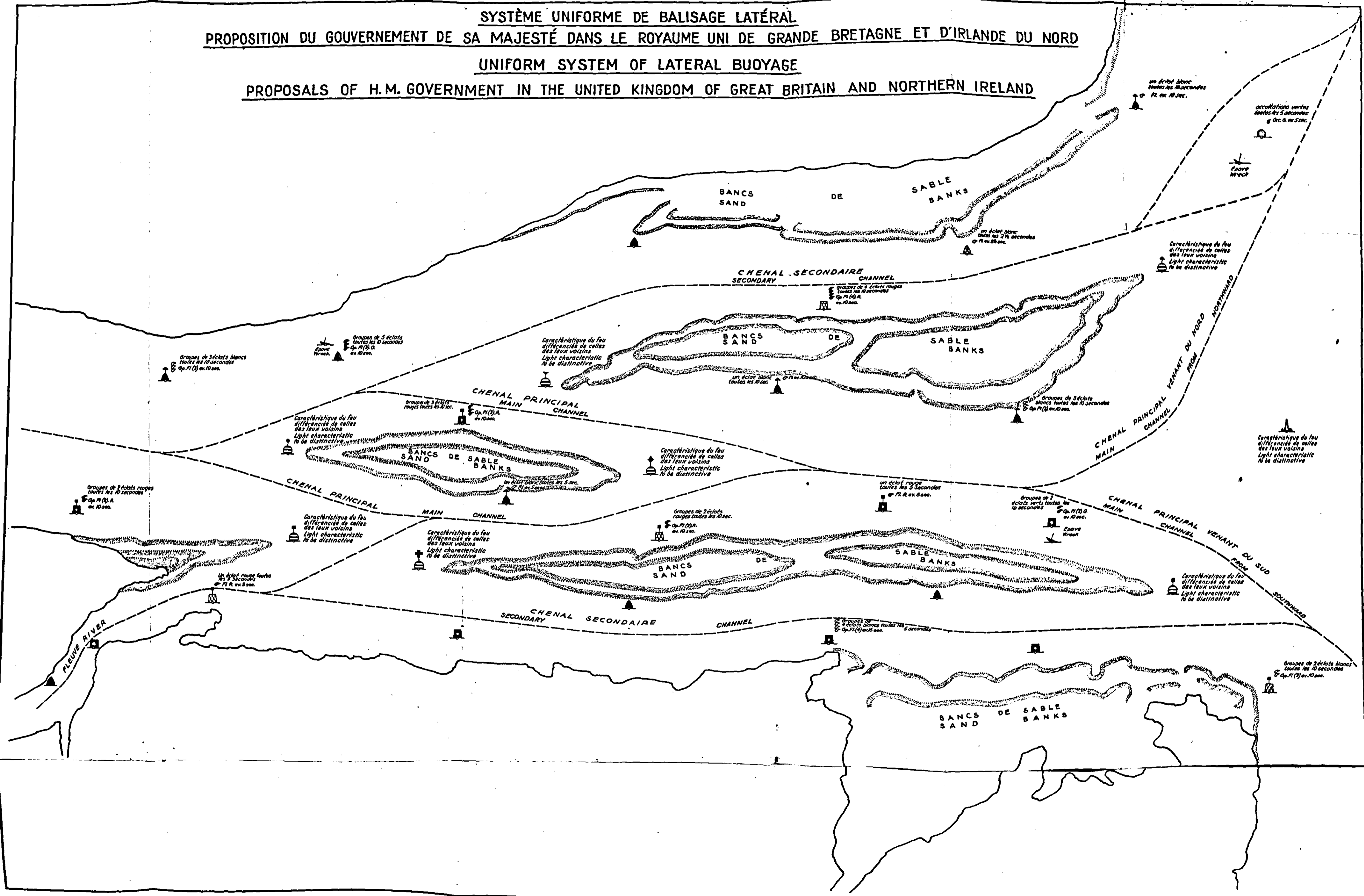
Provision for varying the Regulations or adapting them to local conditions or exceptional circumstances is made by Regulation No. 26, the main intention being that efficiency should not be sacrificed to uniformity.

It is believed that the proposed system is based upon sound principles, is clear and simple, and is easy to understand and remember, and that it allows for the necessary elasticity in those matters which are not susceptible of uniform treatment.

Board of Trade, London. November, 1931.

CORRECTIF A LA CARTE JOINTE AU DOC. C.978. M. 543. 1931. VII.
 A COLLER SUR LE COIN SUPERIEUR DROIT.
 CORRIGENDUM TO BE AFFIXED TO THE TOP RIGHT-HAND CORNER
 OF THE CHART ATTACHED TO DOC. C.978. M. 543. 1931. VII.

SYSTÈME UNIFORME DE BALISAGE LATÉRAL
PROPOSITION DU GOUVERNEMENT DE SA MAJESTÉ DANS LE ROYAUME UNI DE GRANDE BRÉTAGNE ET D'IRLANDE DU NORD
UNIFORM SYSTEM OF LATERAL BUOYAGE
PROPOSALS OF H.M. GOVERNMENT IN THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND



Geneva, November 18th, 1931.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

**REPORT OF THE SPECIAL COMMITTEE OF ENQUIRY ON THE
NEGOTIABILITY OF RAILWAY TRANSPORT DOCUMENTS**

The Committee consisted of the following members:

- M. G. RIPERT, Professor at the Paris Faculty of Law, *Chairman*.
General R. DE CANDOLLE, former Managing Director of the Buenos Aires Great Southern Railway Company, prevented from attending the second session of the Committee.
Dr. GRÜNEBAUM, Ministerial Councillor at the Federal Ministry for Commerce and Communications, Vienna.
Mr. T. A. HIAM, Assistant to the President of the Canadian National Railways, Vancouver, replacing Mr. Hotchkiss at the second session of the Committee.
Mr. HOTCHKISS, Consulting Lawyer to the Canadian National Railways, Detroit, Mich., U.S.A., prevented from attending the second session of the Committee.
Dr. G. LEGUIZAMON, Secretary-General of the South American Railway Congress, Buenos Aires, prevented from attending the second session of the Committee.
M. G. SINIGALIA, former Chief Inspector and Adviser to the Board of Directors of the Italian State Railways.

The following also took part in the Committee's discussions in an advisory capacity:

For the International Chamber of Commerce:

- Dr. B. DOLCETTA, General Manager of the Banca Commerciale d'Italia.
M. DE KRESZ, Director of the Association of Hungarian Banks and Savings Banks, prevented from attending the second session of the Committee.
M. M. NORDBERG, Administrative Commissioner of Finland to the International Chamber of Commerce.
Dr. P. WOHL, Director of the Transport and Communications Service of the International Chamber of Commerce.

For the International Railway Union:

- M. Gaston LEVERVE, Secretary-General of the International Railway Union, Paris.
M. Georges PADER, Assistant Secretary-General of the International Railway Union, replacing M. Leverage at the second session of the Committee.
Dr. Walter SPIESS, Director of the Deutsche Reichsbahn, Berlin.

Secretariat:

M. J. L. METTERNICH.

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I.

The Special Committee of Enquiry on the Negotiability of Railway Transport Documents was appointed by the League of Nations Advisory and Technical Committee for Communications and Transit at its thirteenth session in March 1929, in accordance with the request submitted to the latter by its Permanent Committee on Transport by Rail.

At its first session, held at Geneva from October 27th to 29th, 1930, the Special Committee found that the creation of negotiable transport documents, at present prohibited for transport subject to the provisions of the International Convention concerning the Transport of Goods by Rail (C.I.M.) signed at Berne, October 23rd, 1924, would be greatly to the advantage of production and trade for the following reasons:

(a) There would be every guarantee for the payment of the price of the goods, which the recipient could not claim from the transporter without producing the negotiable document received by him in exchange for payment.

(b) The goods could be sold in the course of transport, delivery being effected by handing over the document to the purchaser.

(c) The bearer of the negotiable document could raise money on the goods transported, and in particular offer this document as security for bills issued by him.

The Committee, while admitting the desirability of the creation of these documents, at the same time found that it would be likely to involve a considerable number of legal, administrative and technical difficulties, which it would be well to refer for further consideration to the International Railway Union and the International Chamber of Commerce.

At the beginning of its second session, held at Geneva from November 16th to 18th, 1931, the Committee took note of the resolution adopted by the Fourth General Conference on Communications and Transit on October 22nd, 1931, in the following terms:

“ The Conference,

“ Recognising the utility from the economic and commercial point of view of the creation of a negotiable transport document for the international transport of certain goods by rail over certain routes;

“ Recognising further that the introduction of such a transport document may involve certain difficulties of a legal, administrative, technical and financial nature in certain countries; but hoping that it will prove possible to surmount these difficulties;

“ Having noted the progress of the studies undertaken in this connection by the Special Committee of the Communications and Transit Organisation of the League of Nations on the one hand, by the International Chamber of Commerce and the International Railway Union on the other, from which a concrete result may be hoped for in the near future:

“ (1) Requests the Advisory and Technical Committee for Communications and Transit to continue the work in connection with this question, in co-operation with the International Chamber of Commerce and the International Railway Union and to communicate the result of this work to the Governments and to the Central Office for International Railway Transport for any action that may be necessary;

“ (2) Recommends that the Council of the League of Nations draw the attention of the Governments to the importance of the problem in order that a practical solution may be adopted within the shortest period compatible with the provisions of the International Convention on the Transport of Goods by Rail.

The Committee also had before it the results of the studies undertaken by the International Railway Union and the International Chamber of Commerce. It considered the proposals of these bodies, which are annexed to the present report, and arrived at the following conclusions.

II.

The International Railway Union stated that the introduction of a way-bill to order would involve a far-reaching disturbance of the present system of international transport and its acceptance would appear to be difficult, but that it was prepared to meet the views of the International Chamber of Commerce to the extent of considering the creation of a special transport document intended to allow of transfer of the right to dispose of the goods. The proposed document would contain, under the address of the consignee, the address of a person domiciled in the place of destination (local addressee), and this local addressee would be entitled to name a new consignee for the goods, modifying to that extent the transport contract.

The Committee found that the creation of a transport document of this kind would be an improvement on the present system (1) by not giving the consignee the right to take over the goods, except on presentation of the duplicate of the way-bill, thereby facilitating the collection of payment by the consignor; (2) by allowing the consignor to sell the goods consigned more readily, and assuring the delivery of the goods to the purchaser through the intermediary of the local addressee.

The Committee further found that a document of this kind would be of advantage to the transporters as enabling them to ascertain with certainty the identity of the real consignee of the goods, the local addressee being required to inform the railway of the name of the new consignee.

Nevertheless, after careful consideration of the proposal, the Committee was of opinion that:

(1) The creation of a document of this kind would not make it possible to attain the object which the traders have in view — namely, the transfer or pledge of the goods; and that the transfer or pledge of the goods really necessitates the creation of a document representing the goods themselves, capable of being remitted by the consignor to the purchaser or to the consignor's banker.

(2) The proposal represents only a slight improvement on the system prevailing under the Berne Convention (C.I.M.), since, under the latter, the consignor loses all right to dispose of the goods on remitting the duplicate of the way-bill to the consignee, so that the only change would be in respect of the possibility to change the original consignee and the obligation on the consignee to present the duplicate of the way-bill.

(3) The railway administrations under this proposal, by allowing the designation of a new consignee by the local addressee, will be compelled to verify the regularity of the change of consignee, and will have similar difficulties in doing so to those which would arise in the event of the creation of a document to order.

(4) If the transporter has an interest in knowing the identity of the consignee in order to be able if necessary to send him the requisite advice, it is possible to designate a local addressee, even where the transport document is a document to order; and it makes little difference to the railway whether the consignee makes himself known or not, since the railway has no right even under the present system against a consignee who refuses to take delivery of the goods.

The Committee, while recognising that the International Railway Union has made a serious effort to satisfy the requirements of trade by its proposal for the creation of a new form of transport document, is of opinion that the proposed document can do very little to realise what it is hoped to obtain from the creation of negotiable documents, and that the advantages which trade would derive would not outweigh the difficulties that might arise for the railways from the creation of such a document.

III.

The International Chamber of Commerce submitted a preliminary draft of proposed additions to the Berne Convention (C.I.M.). The Committee studied the principles of this proposal, the essential feature of which is the creation of transport documents to order giving the bearer to whom the document is endorsed the right to take over the goods at the place of destination. It is proposed that this form of document should be created only in respect of certain goods and for certain categories of transport, and only for complete loads. It would enable the consignors to sell or pledge the goods from the moment of their consignment.

The representatives of the International Railway Union raised three main objections to the creation of such a document:

1. The transporter cannot deliver the goods to the bearer of the document to order until he has verified the regularity of the endorsements; and it is to be feared that the employees of the railway administrations have not the requisite knowledge to verify the regularity of a series of endorsements, and any errors committed by them would involve heavy responsibility for the railways.

While appreciating the force of this objection, the Committee was of opinion that in the great majority of cases the verification of the regularity of the endorsements would be quite simple, since documents to order do not as a rule contain more than a single endorsement or a very limited number of endorsements. Moreover verifications of this kind are effected every day in banks by clerks in very subordinate positions without any special difficulties arising in practice. The Committee was further of opinion that the verification by the railway would apply only to the material regularity of the endorsement and not to the legal operations of which the endorsement is the basis. It appears to the Committee, under these circumstances, that the railway administrations would have no more difficulty in verifying the identity of the regular bearer of a document to order than they have under the present system in verifying the identity of the consignee, or than they would have *a fortiori* under the proposal of the International Railway Union in verifying the regularity of successive designations of consignees by the local addressee.

2. In the second place, the representatives of the International Railway Union object that they are bound to know the name of the consignee in order to be able to advise him of the arrival of the goods, and that the document to order would make it impossible to send such advice.

The Committee noted that the proposal of the International Chamber of Commerce provides for the inclusion in the document to order of an address of reference in lieu of destination, and that the Railway Union's objection might be met if it were laid down that it would be valid for the railway to advise the local addressee whose address (address of reference) appears on the document of the arrival of the goods.

3. Lastly, the representatives of the International Railway Union objected that, in certain cases, transporters may require, while the goods are in transit, to obtain instructions from the

consignors, and that, as the responsibility of the consignors ceases on the transfer of the document to order, it would be impossible for the railways to know in such a case who is entitled to give instructions for the continuance of the transport.

The Committee recognised the seriousness of this objection. It is essential to give the bearer of the document to order the right to dispose of the goods in transit, since he is the owner of the goods or at the least has a claim on them as his collateral. But it will be for the bearer to make himself known to the local addressee (address of reference). It is possible to conceive of cases where the railway will apply for instructions to the local addressee, whose duty it is to transmit the advice to the holder of the document, and the holder will take the necessary steps to make himself known to the addressee, if he desires to retain the power of supervising the transport. It should be added that, in practice, so long as the goods are in transit, the addressee specified on the document to order will, in most cases, also be the regular bearer of the document to order, and will therefore be himself entitled to give his instructions or, if he has passed on the document to a third party, will have no difficulty in notifying the third party.

Article 6 of the proposal of the International Chamber of Commerce wishes the railway to be required to certify the weight and number of packages in loads forming the subject of a document to order. It also suggests that the transporter should not be entitled to deliver a document of this kind except in the case of goods, the state and packing of which are seemingly satisfactory, subject to reservations in the case of closed packages.

The Committee is of opinion that this part of the proposal of the International Chamber of Commerce would impose on the railways a responsibility to which they are not subjected under the present system, and that it is not feasible to impose such an additional responsibility on them. In the first place, there are cases where the weight and number of the packages are not ascertained by the railway — *e.g.*, in the case of complete loads loaded by the consignor himself. The railway cannot be required to certify in all cases the number and weight of the packages. It would be sufficient to give the consignor the right to call for such verification on compliance with the conditions laid down by the railway for the purpose. In the second place, if the railway is not to deliver documents to order except in the case of goods in apparent satisfactory condition, the delivery of such a document in the case of goods not conforming to this stipulation would involve the responsibility of the transporter. The latter would accordingly be under an indirect obligation to verify the state of the goods, and it may be presumed that difficulties would not fail to arise in the event of refusal to deliver the documents to order. The object of the traders appears to have been to make the transporter the agent responsible for the satisfactory condition of the goods, in order to facilitate the transfer or pledge of the documents to order. That does not appear to be one of the functions of railways. All that the railways can reasonably be asked to do is to recognise the liability to show on the negotiable document such reserves as the transporter may have to make as to the state and packing of the goods handed over to him. It is for the purchasers and the banks to say what credit they are prepared to give on documents containing such reservations on the part of the transporter, and to require the consignors, if necessary, to produce all requisite documents to enable them to ascertain the exact nature and condition of the goods transported.

IV.

Comparative study of the two proposals submitted to the Committee shows that there is a considerable amount of common ground between the views of the International Railway Union and those of the International Chamber of Commerce. It is recognised that:

(1) It would be desirable to create a new form of transport document, and that its creation is not possible in respect of transport subject to the Berne Convention (C.I.M.) without amendment of the Convention.

(2) The consignor must be enabled, either of himself or through the local addressee designated by him, to change the consignee, and the railways are prepared to accept liability to deliver the goods to the new consignee thus designated.

(3) In practice, the delivery of the goods will only be effected to whoever is the bearer of the transport document or the duplicate of the way-bill.

The difference between the two proposals is that the International Railway Union does not agree to the designation of a new consignee except by way of notification by the local addressee, while, in the proposal of the International Chamber of Commerce, the new consignee is designated by endorsement of the document to order.

This difference of view may be important from the standpoint of the legal position in regard to the transfer of the document; but it does not appear in practice to be of such importance as to justify apprehension on the part of the railways that the creation of the document to order will involve complete disturbance of the existing system of international transport.

Two different problems should be carefully distinguished in connection with the creation and the use of documents to order.

The first problem is in connection with the transfer of the ownership and possession of the goods. This is a civil and commercial question. It is for the law of each country to lay down what documents represent goods and to what extent the remittance of a document representing the goods is necessary for the transfer of the ownership or possession, and to protect the rights of parties purchasing or accepting them as collateral accordingly. This question of the relations between the consignor and the parties purchasing the goods or accepting them as collateral has nothing to do with the transporter, who is not concerned with such operations as may take place in respect of the goods transported.

The second problem, which concerns the relations between the transporter and the party with a right to the goods transported, is simply this: Who is the party to whom the transporter is under obligation to hand over the goods at the place of destination?

Under these circumstances, there does not appear to be any legal difficulty in the way of the consignee of the goods being designated by an endorsement on the document itself, leaving him to prove his right to the delivery of the goods by presenting the document. This system would even seem to be more simple than the system of having the new consignee designated by a local addressee; and it is infinitely more logical, since the party with the right to designate the new consignee should be the party which is the bearer of the document and not a mere addressee.

The only practical difficulty for the railways consists in ascertaining the party entitled to claim delivery and the party entitled to give instructions as to modifications of the transport contract.

The first of these difficulties presupposes verification of the identity of the consignee and of the document of which he is the bearer. It will not be any greater with a document to order, where the transporter confines himself to verifying the existence of the endorsements on the document presented to him.

The second difficulty would be avoided or at any rate considerably diminished, if the transport document contained the name of an addressee to whom the railway would be entitled to give notice of the arrival of the goods, and from whom it would be entitled to ask for instructions as to modifications of the transport contract.

There remains as between the system proposed by the International Railway Union and that proposed by the International Chamber of Commerce this fundamental difference, that the Railway Union's proposal only allows the consignor to transfer to a consignee the consignor's personal right as against the transporter by remitting to the consignee the duplicate of the way-bill: it does not allow the consignor to transfer to the purchaser of the goods transported the right to their possession. The purchaser or the banker would not therefore, under the system proposed by the Railway Union, have any right *in rem* in respect of the goods; and they would be exposed to the risks of the consignor becoming insolvent, and perhaps also to the risk of a series of fraudulent sales by the consignor, whereas, with the creation of a document representing the goods, the party purchasing the goods or accepting them as collateral would acquire a right *in rem* enabling him to engage in operations in respect of the goods, in complete security, on the lines of present-day developments of documentary credit.

The problem is thus reduced at bottom to the question whether it is possible, without creating more obligations and greater responsibility for the railways than they are prepared to accept under the new system they themselves propose, to provide traders with the facilities they desire by the creation of a new transport document. The Committee is of opinion that the creation of a negotiable document is not calculated to modify the rights or obligations of the consignors or consignees in relation to the transporter, and that there are therefore good grounds, in spite of certain technical difficulties of organisation which the creation of these documents may involve, for providing traders with the instrument which they consider necessary for their operations, and which it will be for them to develop.

Accordingly, without going into details of the provisions which will be required, the Committee confines itself to proposing the following general provisions, on the understanding that it will be necessary to lay down a certain number of indispensable technical rules for their application.

(1) The creation, in respect of goods transport, of a negotiable document which can be transferred by endorsement, would present definite advantages.

(2) For the time being, and subject to such extensions as may subsequently be suggested by the interests concerned, such documents would only be introduced in respect of complete loads of certain goods transported between certain stations; such goods and stations would be specified in the tariffs.

(3) Such documents would be drafted by the consignor and signed by the transporter, who would then return them to the consignor; negotiable documents should preferably be drawn on special paper or in some distinctive form which would leave no doubt as to their character.

(4) All negotiable documents should make mention of a local addressee (a person domiciled in the place of destination of the goods). The transporter would duly advise the addressee of the arrival of the goods and would ask him for the necessary instructions regarding the modification of the transport contract.

(5) At the request of the consignor, the transporter would be required to mention in the document the weight and number of packages after verification or weighing at the expense of the consignor. The transporter would also be required to mention in the document such reservations as he may desire to make regarding the state and packing of the goods.

(6) The endorsement of the negotiable document would transfer the right of disposing of the goods to the bearer.

(7) The transporter's responsibilities would terminate on the delivery of the goods on arrival at their destination to the bearer of the document named in the endorsement.

(8) The right of modifying the transport contract would belong to the bearer of the negotiable document; if necessary, the transporter would apply for instructions to the local addressee and would take his instructions from the local addressee who, in his turn, would be responsible for obtaining instructions from the bearer of the document. The bearer would be entitled to make himself known to the local addressee with a view to being advised in due course.

(9) Goods transported under a document to order should only be subjected to supplementary charges in so far as such charges are justified by the additional expense or responsibility, which documents of this kind would entail upon the transporter.

The representatives of the International Chamber of Commerce taking part in the Committee's discussions in an advisory capacity stated that they were prepared to accept the conclusions of the present report, and expressed the hope that the creation of a negotiable transport document will be proceeded with as early as possible.

The representatives of the International Railway Union, who had also been invited to take part in the Committee's discussions in an advisory capacity, stated that their instructions were to inform the Committee of the solutions proposed by the Managing Committee of the International Railway Union at its last session and of the very weighty grounds for the latter's decisions. They were not, therefore, in a position to state their attitude in regard to the conclusions of the Committee, which were notably different from the solutions proposed by the Railway Union; and they could only transmit the Committee's conclusions to the Railway Union for further study.

Annex I.

TEXT OF PROPOSALS DRAWN UP BY THE GOODS TRAFFIC COMMITTEE OF THE INTERNATIONAL RAILWAY UNION AT ITS SESSION IN BERLIN, SEPTEMBER 1931, WITH REGARD TO THE ADMISSIBILITY IN INTERNATIONAL RAILWAY TRAFFIC OF NEGOTIABLE TRANSPORT DOCUMENTS, APPROVED BY THE MANAGING COMMITTEE OF THE UNION AT ITS ORDINARY SESSION IN NOVEMBER 1931 AND SUBMITTED TO THE COMMITTEE OF ENQUIRY BY THE REPRESENTATIVES OF THE UNION.

The Committee informs the Managing Committee that, in its opinion, the twofold object aimed at by the International Chamber of Commerce in connection, on the one hand, with the possibility of *financing* consignments by rail, and, on the other hand, the possibility of *transferring* the right to dispose of the goods might be met in the following manner:

On the explicit demand of the consigner in the way-bill, the railway would only deliver the goods to the consignee if the latter remits the duplicate of the way-bill to the station of destination. The way-bill should specify underneath the consignee's address the address of a person domiciled in the place of destination of the goods (local addressee).

In order to allow of transfer of the right to dispose of the goods, the local addressee would be entitled to designate a new consignee at the original place of destination, modifying to that extent the transport contract. If it is desired to modify the original place of destination, the goods should be re-consigned (with a new transport contract).

The goods entitled to come under this system and the stations between which consignments under this system may take place should be fixed in the tariffs in agreement with the quarters concerned. Only complete loads of goods should be entitled to come under this system.

The introduction of the new system should take the form of amendment of the text of the Berne Convention (C.I.M.). The details of the new regulations and the amendments to be made in revision of the Convention would be worked out later.

The Committee is of opinion that the introduction of an (endorsable) way-bill to order cannot be contemplated under present circumstances. It constitutes an innovation which would involve far-reaching disturbance of the present system of international transports, would seriously increase the responsibility of the transporters, and would give rise to great difficulties in the rapid and regular operation of railway services which would compel the railway administrations to look for compensation in the form of high extra charges on consignments coming under the endorsable way-bill system.

Annex II.

INTERNATIONAL CHAMBER OF COMMERCE.

Washington Congress, May 4th to 9th, 1931.

RESOLUTION No. 18 — NEGOTIABLE RAILWAY DOCUMENTS.

The International Chamber of Commerce,

Having considered the conclusions of the Banking Committee and the findings of the Special Committee on Negotiable Railway Documents of the League of Nations;

Having considered the principal objections to the introduction of negotiable documents raised during the enquiry of the International Railway Union;

Whereas:

(1) A negotiable transport document confers upon the person in whose name it is endorsed the right to dispose of the goods;

(2) It is a document capable of being given as security by the seller for a bill issued by him;

(3) It enables the goods to be sold in course of transit;

(4) It may guarantee the seller against the insolvency of the buyer, by providing that the buyer only receives the goods on presentation of the document;

Whereas it could therefore facilitate the international movement of goods by rail:

Acknowledges receipt of the preliminary draft supplementary provisions to the International convention on the Carriage of Goods by Rail, of October 23rd, 1924, establishing a document to order for use in international railway transport prepared by a Joint Committee appointed by the Council;

Recommends that the Co-ordination Committee of its Transport and Communications Group summarise in a report the findings of the enquiry undertaken among National Committees of Europe with a view to ascertaining:

(a) The classes of goods for which negotiable documents are considered necessary in the interests of business;

(b) The railway stations of destination to which such documents should be issued;

And that the preliminary draft supplementary provisions to the Convention be appended to this report;

Considers that it would be well, at first, to limit the use of negotiable documents to important stations of destination and, if necessary, to exclude from the system of negotiable documents those stations where, on technical grounds, it has been recognised the system cannot work in practice;

Expresses the opinion that, in practice, the person entitled to the negotiable document will do everything in his power to ensure the reception of the goods without delay so as to avoid demurrage charges;

And that, on the other hand, railways can always get rid of the goods by warehousing them, at the expense of the party concerned, in recognised warehouses;

Points out that the negotiable document must always be presented at the place of destination indicated at the time of shipment, or at the alternative place of destination agreed upon with the railway administration, in accordance with the existing provisions of the Berne Convention;

Requests National Committees of the International Chamber in countries that have signed the International Convention on the Carriage of Goods by Rail to present the preliminary draft supplementary provisions and the explanatory report to their respective governments in view of the next Conference for Revision of the Convention.

Urges Governments to take over the preliminary draft supplementary provisions establishing a document to order for use in international railway transport, and requests them to place this question upon the agenda of the next Conference for Revision of the International Convention on the Carriage of Goods by Rail;

Emphasises the fact that these Revision Conferences are not Railway Conferences and that the delegates present, representing Government and public interests, should also be accompanied by duly authorised representatives of the recognised economic organisations of the countries concerned, joined to the delegations of their respective Governments as experts;

Hopes that the Conference will take into consideration the desiderata of business interests and especially the proposals of the International Chamber of Commerce, which is prepared to lend every assistance to the Conference by presenting to it the united opinion and wishes of all economic organisations concerned in the development of international trade.

Annex III.

PRELIMINARY DRAFT SUPPLEMENTARY PROVISIONS TO THE INTERNATIONAL CONVENTION CONCERNING THE TRAFFIC OF GOODS BY RAIL OF OCTOBER 23RD, 1924, INSTITUTING A TRANSPORT DOCUMENT TO ORDER IN INTERNATIONAL RAILWAY RELATIONS.

ARTICLE 1.

Creation of an International Transport Document to Order.

The consignor may ask for the establishment of a transport document which shall be negotiable and, in particular, transferable by endorsement. [This provision represents a derogation from Article 6, § 6 (d), of the Convention.]

The effect of this document shall be to give the beneficiary of the endorsement the right to dispose of the goods.

ARTICLE 2.

Conditions to which Transport Documents to Order are subject.

Articles accepted for transport with a document to order shall be subject to the following conditions:

(1) They must come under the categories and conditions specified in Annex I to the present supplementary provisions;

(2) They must be consigned from a station in one country to a station in another country, providing always that both the despatching and the receiving stations are on the list in Annex II to the present supplementary provisions;

(3) They must be consigned in complete loads.

ARTICLE 3.

Contents and Form of the International Transport Document to Order.

§ 1. Every international consignment effected under the system established by the present supplementary provisions shall imply the establishment of a document in accordance with the form contained in Annex III to these provisions.¹

¹ The order bill of lading in use in the United States of America is the form recommended. It is analogous in many respects to the form of the way-bill.

§ 2. Neither erasures nor alterations nor crossings out shall be permitted in the transport document to order. The original text shall alone be authentic.

§ 3. In establishing a transport document to order, the consignor shall not be bound to name the person to whose order the document is to be endorsed. But no document of this kind shall be accepted by a railway unless it bears the name and address of a person domiciled in the place of destination to whom advice is to be sent of the arrival of the goods.

ARTICLE 4.

Conclusion of the Transport Contract.

§ 1. The document shall be established in three simultaneous copies — namely, one original to be remitted to the consignor, one copy to accompany the consignment, and one file copy to be kept at the despatching station.

§ 2. The document shall be drawn up when the load is complete.

ARTICLE 5.

Taking Delivery.

Railway administrations may establish tariffs for the purpose of accelerating the unloading of goods transported with a document to order.

ARTICLE 6.

Verification by the Railway on Despatch.

§ 1. The railway shall be required to certify the weight and number of packages in the loads forming the subject of the document to order.

§ 2. The railway may not deliver a document to order except in the case of goods the state and packing of which are seemingly satisfactory. Nevertheless, the railway shall not be responsible for the nature or condition of closed packages.

ARTICLE 7.

Delivery.

The railway shall be deemed to have fulfilled its obligations when it has delivered the goods at the place of destination to the holder of the document to order against a receipt for the same and payment of the carriage charges.

ARTICLE 8.

Rights to alter Transport Contracts.

The rights to alter transport contracts allowed by the Convention (C.I.M.) to the consignor shall be extended to all regular holders of the transport document to order.

Further directions may only be addressed to the despatching and receiving stations.

ARTICLE 9.

List of Stations.

The list of stations in Annex II to which reference is made in Article 2, § 2, of the present supplementary provisions shall be drawn up and kept up to date by the central office in accordance with the conditions proposed in Article 58 of the Convention.

ARTICLE 10.

List of Articles accepted for Transport to Order.

Each country shall communicate to the central office a list of the goods which it proposes shall enjoy the benefits of this special form of transport, and the central office shall keep a list of the same to be published yearly.

Annex IV.

EXPLANATORY REPORT SUBMITTED BY M. NORDBERG TO THE CO-ORDINATION COMMITTEE OF THE TRANSPORT AND COMMUNICATIONS GROUP OF THE INTERNATIONAL CHAMBER OF COMMERCE AND FORWARDED TO THE SPECIAL COMMITTEE OF ENQUIRY OF THE LEAGUE OF NATIONS BY THE REPRESENTATIVES OF THE INTERNATIONAL CHAMBER OF COMMERCE.

In accordance with the instructions given by the Railway Transport Committee in its resolution of November 14th and 15th, 1930, confirmed by the Council of the International Chamber of Commerce on December 5th, 1930, the Committee made enquiries from national European committees of the Chamber relating in particular to:

- (a) Classes of goods capable of benefiting by the new system;
- (b) Stations between which negotiable transport documents would be accepted.

It obtained the following information:

In France, Chambers of Commerce are now generally favourable to the introduction of a negotiable railway transport document particularly in the south and south-east (P.L.M. system) and in the west centre (Orleans system).

Thus, the cotton, silk, hosiery and leather industries of the *Roanne* district would favour the introduction of negotiable transport documents from *Roanne* as starting-point to the capitals of central and eastern Europe and the large towns of Spain.

The trade in fruit and early vegetables from stations in the Rhone valley to *Berlin, Cologne, Frankfort-on-Main, Hamburg, Geneva, Berne, Zurich, Neuchâtel, Lausanne, Lucerne, Brussels* and *Antwerp*.

The large centres of *Nantes, Bordeaux* and *Limoges* also expressed themselves in favour of negotiable transport documents, without, however, giving any details as to the industries which would wish to use them.

The Paris Chamber of Commerce agreed in principle with the opinion of the International Chamber of Commerce, without making suggestions as to the classes of goods or stations.

The Union of Transport Offices of the French Chambers of Commerce, after considering these various recommendations, suggested the adoption of a negotiable transport document in international railway traffic.

As regards *Italy*, the administration of Italian Railways has stated that, on reconsideration, it has abandoned its former negative attitude in regard to negotiable transport documents and is now in favour of the reform, provided that the documents are only used for consignments to certain large ports, which, however, it does not mention.

The Italian National Committee for its part emphasises that the industrial and commercial circles of Italy are favourable to the introduction of the negotiable transport document and would wish to use it for the transport of raw material in general and for goods and products that are largely used or are of a well-known and standard type. As regards the stations, the National Committee does not name them, but thinks that the use of negotiable transport documents should be limited to stations possessing suitable facilities for the withdrawal and deposit of goods, with general warehouses, etc.

Similarly, the Administration of *Hungarian* Railways is definitely in favour of the reform. *Hungary* and *Austria* in the Treaty of Commerce signed on June 30th, 1931, even introduced a clause (Article 7, § 2) providing that a special agreement shall be concluded for the negotiability of transport documents. Further, the *Danube-Save-Adriatic Company* whose system extends to Hungary, Italy, Yugoslavia and Austria proposed the calling of a Conference of the above-mentioned States to settle the question of negotiable transport documents, at any rate provisionally, amongst these States. This Conference was to be summoned by the Hungarian Government and held at Budapest in November 1931.

The National Hungarian Committee also considers a negotiable transport document as desirable for the following goods:

Cereals, pulse, grain, malt, wool, sugar, machines, alcohol, raw hides, furniture timber, live animals, cement, feathers, eggs, wine, lard, mineral waters, tobacco, beer, incandescent lamps, all goods transported in refrigerator wagons and products of the iron industry;

to the following stations:

Budapest, Miskolc, Szeged, Péco, Nyiregyhaza, Nagykanizsa, Gyön, Sopren, Kaposvai, Debrecon, Szolnok, Hatvan, Baja, Szerencs, Barcs, Gyöngyös, Hodmozövasarhely, Oroshaza ozd, Salgotanjan, Szekesfehérvár, Szombathaly, Keoskemit, Cegled, Békéscsaba.

The *Polish* National Committee has informed us that the Polish Ministry of Communications is in favour of negotiable transport documents, and has expressed the view that their introduction would be desirable from the point of view of Polish exports, especially to distant places and in respect of the following goods:

Cereals and their derivatives, live-stock products, eggs, furniture timber or bent wood, flax and hemp, zinc, chemical products, glassware and, if possible, textiles.

Further, the Polish National Committee considers that negotiable transport documents would be useful for the import into Poland of raw cotton and wool.

As regards the stations of destination in Poland, *Warsaw, Lodz* and *Bielsko* might receive goods under the new system, as they have suitable storehouses and Customs offices.

In *the Netherlands*, all the replies received by the National Committee from its members are favourable to the introduction of negotiable transport documents which would be useful for the transport of non-perishable goods that are in great demand. Some of its members even expressed the view that any goods may be carried on a negotiable transport document provided they form a complete wagonload and are despatched to a sufficient distance for the document to arrive before the consignment itself. In particular, mention is made of:

Fats and oils, machines, potatoes, onions, carrots, apples, cereals, wood, coal.

Several members considered that *all* stations in the Netherlands should benefit by the new system, and one of them wished to add a provision that the documents must be payable in a town where there is a bank.

As regards foreign stations of destination, the Netherlands National Committee would desire that negotiable transport documents should be accepted by all the principal stations of Belgium, France, Germany, Luxemburg, Italy and Switzerland without limitation.

The *Belgian* National Committee was not prepared to give an exhaustive list of classes of goods which would benefit by the new system, so as not to restrict the scope of a measure which in itself was useful. As regards stations, the Belgian Committee agreed that, if absolutely necessary, there might be selection, although this would be very difficult to make. The Committee added that it would be preferable for the system to be applied to *all stations* as regards consignments of complete wagons.

The *Swiss* National Committee considers that raw materials and certain foodstuffs might well be carried on negotiable transport documents, as, for instance:

Raw materials for industry, mining products, cereals, wood, potatoes and fruit, as well as eggs, the export of which is of importance to certain countries of Eastern Europe.

Only consignments of complete wagons would be covered.

The *Swiss* National Committee considers that the limitation of the number of stations would naturally result from the fact that transport documents will only be issued and negotiated at important centres possessing warehouses, and railways will consider to what extent limitation for technical reasons may be necessary. As regards limitation from the banking point of view, it is desirable not to go too far in this direction.

The *Czechoslovak* National Committee is also in favour of the introduction of the negotiable transport document which is to be recommended for combined rail and river transport and in communications with seaports.

We recently learned that the Government at Prague had set up a mixed Railway and Navigation Committee to consider the question, a favourable solution of which would obviate the difficulties at present arising in transit across the country.

The National *Czechoslovak* Committee desires the use of the negotiable instrument to be limited at first to the most important classes of goods, such as:

Corn, forage, chemical fertilisers, sugar, malt, cotton and wool, flax and hemp, hops, corn products, seed.

As regards stations, the use of a negotiable document would be limited to those equipped for storing and re-consignment, for preference in large ports and important trade centres.

From the Scandinavian countries, the International Chamber of Commerce has received no reply, save from *Denmark*, whose National Committee stated that it has no special wishes to express in regard to negotiable transport documents.

In *Sweden*, in 1929, one of the country's best known financiers, M. O. Wallenberg, former Director of the Tobacco Monopoly, General Manager of the Stockholms Enskilda Bank, was in favour of the creation of a negotiable document within the limits mentioned by the International Chamber of Commerce.

The *Finnish* National Committee is in favour of the re-introduction of the negotiable document — which had proved useful in traffic between Russia and Finland before the war — into this same traffic, as soon as, in the near or distant future, commercial relations with its neighbour shall again become normal.

In the Baltic States, the railway administrations of *Estonia*, *Latvia* and *Lithuania*, which are also familiar with the service formerly rendered by negotiable documents in Russian railway traffic, are, to our knowledge, favourable to their adoption. The same is the case with *Yugoslavia*, *Bulgaria* and *Greece*.

The Chairman of the *German* National Committee thinks that negotiable transport documents would be suitable in the first place for goods sold on exchanges according to fixed standards of quality, such as:

Corn, sugar, hemp, hops, tobacco, dried fruits, oils and fats, wine, fruit, groceries, forage, fertilisers, raw hides, leather, textiles, minerals, chemical products, gums, iron and steel, wood and articles of wood, building materials, coloured and other paper;

could also be used for goods which, from their nature, are usually sent in small parcels.

As stations of destination, those places should be considered in which there are sound banking establishments, and the following — in Germany and abroad — are mentioned as examples:

Aix-la-Chapelle, Amsterdam, Antwerp, Bamberg, Bayreuth, Berlin, Bremen, Düsseldorf, Duisburg, Friedrichshafen, Glasgow, Gronau, Hamburg, Hof, Hull, Karlsruhe, Kehl, Kiel, Cologne, Liverpool, London, Ludwigshafen, Mainz, Mannheim, Munich, Pluder, Ratisbon, Riga, Rotterdam, Schneidemühl, Stentsch, Stuttgart, Suchsdorf, Tilsit.

We mentioned Germany last because, according to the reply of its National Committee, opinions are divided, and the documents accompanying the reply reflect that state of mind. Certain of its correspondents are in favour of solutions very different from that proposed by the International Chamber of Commerce. We shall revert to this later. This divergence of opinion is, it seems, to be explained, above all, by the fact that Germany is an importer of most raw materials, and that the further facilities for payment provided for by the reform will be of advantage primarily to countries exporting raw materials and foodstuffs that are in great demand.

* * *

The enquiry of the International Chamber of Commerce related to a third point — namely, a precise and, if possible, reasoned statement of what Commerce had in mind in suggesting the introduction of negotiable transport documents.

Instead of reproducing each of the replies on this point, we have preferred to give them altogether in a summarised form. According to our correspondents, the introduction of negotiable documents would permit the consignor of goods:

(1) To make the delivery of goods dependent on payment of their value by the consignee to a third party, when the contract provides that delivery can only be made on production of the duplicate; thus, the consignor is better protected against unknown purchasers or persons whose solvency is doubtful, which consideration is all the more important in that the purchaser is in a foreign country.

(2) To send to his bank the duplicate in question for the purpose of obtaining payment of his bill at sight for the value of the goods, when payment is to be made on delivery, or

(3) To obtain from his bank an advance on the security of these documents by way of discount on his bill, when the sale is for payment at a date — in a word, the *financing* of the consignment in course of transit which is at present only possible in exceptional cases. A purchaser may also ask his bank to finance a consignment by rail, and the negotiable document would then serve as security for the banker. In both of these cases, the consignor would immediately be credited by the bank with the value of the whole or the greater part of his consignment.

(4) The introduction of negotiable documents would facilitate combined transport by river and rail in countries where the railway is not continuous, and also where the consignor might find it more advantageous to combine these two methods of transport.

(5) It would enable the seller to despatch goods quoted on the exchange to markets where they are readily purchased, even if they were not sold at the moment of despatch; and, at the same time, the purchaser would acquire a title to the goods in course of transit; this would protect him from the risk of a fraudulent and fictitious sale.

The negotiable instrument might in all cases serve as a bankers' security for possible advances on goods in course of transit; this possibility was of great value formerly in traffic within the old Russian Empire. In Brazil also, these documents serve to finance the coffee harvest.

(6) The negotiable document might, as regards certain goods, be used as a warrant where there are silos or suitable warehouses, as in the United States or the Argentine.

In general, our correspondents consider that the negotiable document would be likely to promote and increase the volume of transactions from the fact of its negotiability, which quality is lacking in the bill of lading at present used. It would enable banks to lend, on documentary security, which at present is exceptional, and would increase the circulation of capital invested in trade and industry.

* * *

So far, we have spoken only of our enquiry from those who desire the introduction of the negotiable document in European railway traffic. The International Chamber of Commerce did not stop at this; it also applied to the American National Committee, which in itself comprises more than 800 Chambers of Commerce and more than 400 economic organisations. Its opinion is all the more valuable in that the United States of America have gone beyond the stage of tentative experiments; and our statement would be incomplete if we did not take account of the experience acquired by our friends overseas.

In the first place, it is worth noting that the negotiable transport document is accepted by the United States for *all* classes of goods, with certain exceptions, such as cattle. In the second place, its use is limited to "agency stations" — about 2,500 in number — as points of departure and arrival. These stations have warehouses, and if the influx of goods is too great for them, the railways have agreements with private warehouses to store the surplus, it being clearly understood that nothing shall be delivered without the order of the railway.

Even in this last case, difficulties rarely arise in regard to the storing of goods not removed on arrival. For instance, a complete truck would remain at its destination until the documents are presented. Corn is generally delivered to silos with which the railway has contracts; cotton is sent to the presses on the same conditions; and for goods which do not fill a whole truck there is generally room in the railway warehouse.

Thus, in the United States, it has not been thought necessary to limit the use of the negotiable document to certain classes of goods, nor to fix a complete wagonload as a minimum for the use of the document to be admissible.

According to American law, the consignor, by entrusting his goods to the railway with a straight (not negotiable) bill of lading, surrenders both possession of and title to them. With the negotiable document, he surrenders possession, but not title, and this distinction clearly shows the object of American trading circles in using the document.

It is customary for the consignor to attach his bill of exchange to the negotiable document, which is then presented to the consignee through the bank and through the "notify consignee" (paying agent). Presentation of the document is a condition of delivery. As, however, the

rapidity of transport of goods has much increased, it sometimes happens that the goods have arrived before the documents, which may pass through several hands. For this reason, the railways have completed the provisions for delivery to the notify consignee in return for a banker's cheque or guarantee for a sum in excess of 25 per cent of the value of the goods.

Sometimes, this method is adopted in order to avoid demurrage or warehousing charges.

In times of depression, there may be an excessive accumulation in certain centres. But the railways may avoid this by prohibiting the despatch of certain goods to certain places. Such exceptional conditions are in no way due to the use of negotiable documents. On this point, the American system also differs from the European system, in which there is an obligation to carry in virtue of the C.I.M.

Negotiable documents are in general use, and no special difficulties arising from them have been observed. The railways apply the ordinary tariff to such consignments.

Our correspondents do not think that the United States could now do without the negotiable document, which has secured a firm position in the country's commercial life. It may here be pointed out that 40 per cent of exports to Europe and almost all exports to the Far East are carried from the interior to the ports on single negotiable transport documents (through bills of lading). Of the remaining 60 per cent, a large part is consigned with negotiable railway documents covering only transport from the interior to the ports.

The necessity for informing the notify agent causes no difficulty or delay. If in exceptional cases, the latter should not appear within five days, the consignor would be immediately informed, and, in this way, undelivered goods are reduced to a minimum. It is true that, in certain cases, unloading is delayed, for instance, when the consignee is unable to make the necessary financial arrangements to take speedy delivery of the goods. But the *progressive* charges for demurrage are such that the consignor and the notify agent make every effort to take delivery.

American bankers in general consider the negotiable document as an instrument of credit. When it is delivered by an authorised representative of the railways at the point of departure, the consignor generally draws a bill for the whole value of the consignment and despatches it to its destination, as stated above; and the bill must be paid before the negotiable document can be handed over to the consignee. Experience has shown that in many cases bankers give credit to the consignor for the full value, in other cases for 75 to 80 per cent.

American railways consider that they are incurring additional expense and responsibility by reason of the negotiable document and that they should make a small charge in addition to the ordinary tariff. But, up to the present, it has been in practice impossible to do this.

We have considered the whole of this report because, on several important points, American experience confirms the theoretical and, at the same time, soundly practical arguments of the Deutscher Industrie Handelstag contained in a document which accompanied the reply of the German National Committee. We will revert to this later.

* * *

In the light of the replies we have received, we will now turn to a further consideration of the draft prepared by our organisation and reproduced in the general report of the Co-ordination Committee and submitted to the Washington Congress in May 1931.

ARTICLE 1.

Introduction of an International Transport Document to Order.

The first paragraph, which gives the consignor the right to ask for a transport document that is negotiable and, in particular, transferable by endorsement, needs no comment. It implicitly follows that the obligation to make out such a document would, as in the case of carriage by sea or river, rest on the carrier. Article 6, § 1, of the C.I.M. provides that the consignor must make out the bill of lading. In practice, the difference will not be very great. The making out of a transport document implies two things:

- (a) The making of a declaration of fact as to the nature of the consignment;
- (b) Responsibility for conformity between the contract and the contents of the document.

As regards declarations to be made on the document, Article 1 of the Chamber's proposal will certainly not alter the fact that, in practice, it will always be the consignor who will fill up the essential parts of the document, as is also the case in maritime transactions.

As regards responsibility, the Chamber's draft lays no new burdens on carriers, for elsewhere (Article 6, § 2) it limits their responsibility. It has, however, seemed well to point out this difference between the C.I.M. and the new system which assimilates the railways transport document to a bill of lading.

The second paragraph contains a declaration of principle. It has to be decided who, under the new system, will have the right to deal with the goods in virtue of the transport contract. This principle affects, *inter alia*, such rights as those provided for in Chapter III of the C.I.M. Paragraph 2 only relates to the transport contract which legally does not affect the question of title to the goods.

Thus, a reference to the Brussels Convention on the unification of certain rules relating to bills of lading (Hague rules), will show that that convention also does not provide that the handing over of the bill of lading shall transfer rights *in rem* to the goods; for this occurs in virtue of the general principles of law or the special provisions of civil or commercial codes in different countries.

ARTICLE 2.

Conditions to which Transport Documents to Order are subject.

Certain correspondents — for instance, the Netherlands National Committee — pointed out that several of their members had asked that all stations in the Netherlands might come under the reform and that all goods might be carried on negotiable documents, subject to certain conditions as to quantity and distance.

Members of the Deutscher Industrie-Handelstag consider that a too great restriction of stations of despatch and arrival would be an unfair privilege in favour of a minority of users.

Article 2, paragraph 2, of the draft must therefore not be interpreted restrictively. The choice of stations to be placed on an international list must be determined by commercial and technical considerations. The situation is different for despatching stations and for stations of destination. The principal argument against the reform — namely, that the person entitled would not take delivery of the goods on arrival and that the lines would thus be encumbered — can only apply to stations of destination. It would therefore be well to include in the list a large number of stations which, owing to the nature of the traffic, would remain despatching stations, particularly in agricultural countries.

Other members consider that if the negotiable document is adopted it would not be well to limit it to certain goods only.

As has been said above on the subject of the United States of America, there is certainly a limitation as regards the stations, which at the outset of the reform were about 600 in number and which have since increased to about 2,500; but a complete truck is never insisted on as a minimum. Moreover, American trucks are considerably larger than ours.

Almost all goods are included in the system and those which are not included are *expressly* excluded, as are certain goods already in virtue of the C.I.M.

Generally speaking, all our correspondents think that perishable goods should be excluded; certain, however, point out that the line of demarcation between perishable goods and others is not very easy to draw.

One of our private members refers to the revolution that has been effected in the carriage of perishable goods by the introduction into Europe of *automatic refrigerator wagons* which, for instance, permit flowers and early vegetables to be carried from Italy to London. The most striking feature of this innovation is that *Lloyd's issues insurance policies covering any consignment in these wagons against risks from a defect in the freezing apparatus; so that the holder of the transport document, together with such a policy is practically safe from the risk of deterioration of the goods in course of transit.* This important fact should be taken into account when the list of goods covered by the reform is drawn up.

In order to take account of the preceding observations, we think it would be well to add to Article 2, No. 3, a provision on the lines of Article 4, § 2, of the C.I.M., that “two or more States may reciprocally permit the carriage of smaller consignments;” for the new Convention should be drawn up in such a way as to reduce to a minimum the changes which a future revision conference might have to make.

Certain industries may despatch very valuable goods of small volume for long distances, and might justly claim to benefit by a reform which would protect them from existing risks. It is precisely these valuable goods which pay the heaviest tariff, and the railways would have to see whether, even in their own interest, they should not permit them to benefit by the reform under conditions to be laid down. Moreover, the development of the container service has already introduced into railway traffic a unit of load smaller than the complete truck. Containers from certain points of view are subject to the same regulations as trucks; they are entered in a register, they are part of the rolling stock and will be easy to identify and handle. In these circumstances, it seems right to provide for the extension of the system of negotiable documents to consignors of containers, which would be assimilated to complete wagons.

Certain members had understood that each administration would be left to draw up the list of goods comprised in the system of negotiable documents. It is essential that there should be a minimum common list with a possibility of extension by individual agreements between two or more States — not necessarily contiguous.

Article 10 of the Chamber's draft provides that “each country shall communicate to the central office a list of the goods which it proposes shall enjoy the benefits of this special form of transport,” because the Committee wished to emphasise that it was for the States members of the C.I.M. to draw up the final list, and that the Chamber can only make suggestions and indicate certain goods for which the reform would be particularly important.

ARTICLE 3.

Contents and Form of the International Transport Document to Order.

The "order bill of lading" is attached to this report (see Appendix).

Paragraph 3, providing for endorsement in blank, is essential for the negotiability of the document by banks.

ARTICLE 4.

Conclusion of the Transport Contract.

If it were agreed that certain States might, in traffic with one another, extend the benefits of the reform to consignments less in volume than a complete wagonload, it might perhaps be well to add to § 2 of this article: "or, if consignments of a lesser volume were admitted, when the goods are handed over at the station of despatch."

ARTICLE 5.

Removal of Goods.

In the same connection, it might perhaps be well to employ the term "charges" or "penalties" instead of "tariffs" for the purpose of accelerating the "removal" (instead of "unloading") of goods transported with a document to order.

ARTICLE 6.

Verification by the Railway on Despatch.

In paragraph 2, it would be more appropriate to say that "the railway shall not be bound to (instead of "may not") deliver a document to order except in the case of goods the state and packing of which are seemingly satisfactory."

The proposal of the International Chamber of Commerce on this point is thus less burdensome for the transporter than the Brussels Convention for the unification of certain rules relating to bills of lading. Indeed, under Article 3, § 3 (c), of that Convention, the transporter is bound to issue a bill of lading showing among other things the apparent order and condition of the goods, whereas the preliminary draft of the International Chamber of Commerce releases the transporter from the obligation to deliver a transport document if the "state and packing" of the goods are not "seemingly satisfactory."

ARTICLE 7.

Delivery.

Profiting by American experience, it might perhaps be well to provide that the transport document might in certain cases be in the form of a warrant, as, for example, for grain and cotton in the United States of America and sugar in the Argentine, and that the railway should be released from its obligations when it had delivered the goods, on account of the party entitled thereto, to a recognised establishment, silo or warehouse, as provided in the resolution of the sixth congress of the International Chamber of Commerce. That might be of great importance, for example, in the transport of wheat from the Danube countries, and it may be well to note the fact that the Committee to study the problem of the export of future harvest surpluses of cereals (Paris, February), the Commission of Enquiry for European Union and the Rome Wheat Conference included the institution of negotiable documents among the measures calculated to facilitate the financing of consignments of future harvests.

In the same connection, it might be well to consider the conversion of the negotiable railway document into a river bill of lading.

ARTICLE 8.

Rights to alter Transport Contracts.

This article does not call for any comment.

ARTICLE 9.

List of Stations.

The enquiry did not permit of our drawing up a complete list of stations; we mentioned certain stations by way of example and feel that it will be for the respective States to specify the stations to be included in the list.

ARTICLE 10.

List of Goods accepted for Transport to Order.

In speaking of Article 2, we noted that the wording of this article might lend itself to a restrictive interpretation and that it was expedient on the contrary to interpret it in a wider

sense — i.e., so that States might, by means of subsequent agreements, add to the minimum list other goods to which they might think it necessary to extend the benefits of the reform.

It would be expedient, further, to provide for the formalities in the event of the loss of the negotiable document. We would point out that, in the United States of America, the goods are sometimes delivered to the local addressee before the arrival of the documents on payment of the amount in question or on production of the banker's guarantee for an amount exceeding 25 per cent of the value of the goods; a similar measure might be contemplated here in the event of the loss of documents. The documents being entrusted to banks, the risks of loss are negligible.

Further, it would be necessary to determine who should be advised in the case of damage or interruption of transport in course of transit. We would say *both the consignor and the local addressee*, since the first can get into touch with the holder of the document and the second with the consignee, unless he is himself the consignee. Nowadays, with telegraph and telephone, the persons concerned have every facility for consulting rapidly as regards instructions that it may be necessary to give.

In view of the urgency attached to the reform in several quarters, the supplementary provisions should lastly contain a clause permitting of their immediate entry into force between the States which have ratified them, even if those States are not contiguous, without waiting for the deposit of all the ratifications.

The preliminary draft supplementary provisions commented on above were the outcome of a discussion at the International Chamber of Commerce on March 14th, 1931, between several representatives of the International Railway Union and of the Chamber, a meeting at which a representative of the League of Nations and a delegate from the Berne Bureau were also present; the preliminary draft originates, however, with the International Chamber of Commerce. The International Railway Union, which has not yet been won over to the principle of a negotiable document transferable by endorsement, had raised a great many objections, the most serious of which concerned the possibility of accumulations in the big towns.

Speaking of the American experience noted above, we showed how our overseas friends had coped with this difficulty, which they refuse to attribute to the use of documents to order and regard as being due to purely economic factors.

All the objections of the International Railway Union, moreover, were set forth objectively and impartially, with the arguments in favour of the reform, in the findings of the special League of Nations Sub-Committee set up to examine the question of negotiable documents (pages 14 and 15 of the report of the Co-ordination Committee of the Transport and Communications Group submitted to the Washington Congress).

The International Railway Union, on its side, framed proposals with which we are not yet acquainted in detail but the main lines of which may be seen from the document accompanying the reply of the German National Committee and from an article published on November 5th, 1931, in the *Zeitung des Vereins Deutscher Eisenbahnverwaltungen*, by M. J. Reul, of Cologne, entitled "Kassa gegen Duplikatfrachtbrief" ("Cash on Presentation of Duplicate Way-bills").

The chief resistance to the reform coming from the German Railways, it is only natural that, in view of the growing opinion in economic circles in favour of the introduction of negotiable documents, the Germans should have endeavoured to find an intermediate solution to obviate certain of the difficulties arising out of the present way-bill.

The proposal is, in brief, to make the delivery of the goods at the station of destination conditional on the production of a duplicate of the way-bill, without in any way modifying the legal character of the latter.

It is possible that, in certain cases, this measure might have the effect of reducing the commercial risks of the consignor by ruling out deliveries to insolvent or dishonest customers, but this is, as it were, only a secondary point supplementary to the object which the International Chamber of Commerce has in view — namely, the *financing* of consignments by rail, an object which can only be achieved by the *negotiability* of the transport document.

This, however, does not seem to us to represent the true position, for those called upon to finance railway consignments — the bankers — could not regard a way-bill thus modified as "a document conferring a right of ownership and of disposal of the goods, transferable by means of endorsement" (§ 1 of the conclusions of the Committee of the I.I.C., of April 2nd, 1930).

It would still be, notwithstanding what it now is, a transport contract pure and simple, possessing no more value from a banking standpoint than it possesses at present.

Why? Because bearing the name of a consignee, and perhaps even of a local addressee held to represent the consignee at the place of destination, it cannot constitute for the banker holding the seller's draft security for documentary credit which he might be prepared to grant to his client. He could only make himself responsible for collecting the amount, and that is not the purpose of the proposed reform. We would point out in this connection that the maritime bill of lading made out to a specific party is not negotiable either.

The whole point — and this we cannot repeat too often — is to be able to mobilise the credit accruing from a sale directly the seller-consignor is in possession of the transport document.

We know that the resistance of certain railways arises chiefly from the fear of various technical difficulties which have, however, been overcome elsewhere. The author of the article referred to above admits that the Reich Railways Administration is coming round to the above

solution as the result of the suggestion of the International Chamber of Commerce to introduce negotiable documents, and he adds:

“The objections to the negotiable document refer chiefly to certain difficulties of operation to be taken into account, to uncertainty as regards the person having power of disposal over the goods in course of transit and right to delivery, and the case of obstacles affecting transport and delivery. *Reasons of competition alone will, in the long run, compel the railways to take into account modern requirements of exchanges of goods.*”

It may be well also to quote textually the Deutscher Industrie-Handelstag, which has collected both unfavourable and favourable opinions from among its members.

“On the other hand, we have noted that, in important consignors' circles, the introduction of negotiable documents is recommended in principle for the very reason that owing to the present shortage of money and feeling of insecurity, it frequently happens that the seller does not wish to hand over his goods without payment in advance, but is, on the other hand, obliged to serve his customer promptly, and forced to despatch the goods in order to avoid an accumulation of orders in his own warehouses. If the consignor could use negotiable documents, he would have no need to hesitate about consigning orders immediately upon receipt, since he could mobilise his credit on receipt of the negotiable document.”

This shows clearly that although, for technical reasons, the German Railways are still averse to negotiable documents, users of the public service in question are anxious for their introduction. They are bound to have their way in the end, for the German Railways, whose profits are proverbial, have succeeded in overcoming far more serious technical difficulties.

The Sixth Congress of the International Chamber of Commerce noted the preliminary draft of additional provisions, and:

Whereas:

- (1) A negotiable transport document confers upon the person in whose name it is endorsed the right to dispose of the goods;
- (2) It is a document capable of being given as security by the seller for a bill issued by him;
- (3) It enables the goods to be sold in course of transit;
- (4) It may guarantee the seller against the insolvency of the buyer, by providing that the buyer only receives the goods on presentation of the document;

Whereas it could therefore facilitate the international movement of goods by rail; recommended that the Co-ordination Committee of its Transport and Communications Group should summarise in a report the findings of the enquiry undertaken among National Committees of Europe with a view to ascertaining:

- (a) The classes of goods for which negotiable documents are considered necessary in the interests of business;
 - (b) The railway stations of destination to which such documents should be issued;
- and that the preliminary draft supplementary provisions to the Convention should be appended to this report.

The present report is submitted to that Committee.

To sum up, the following passages of the resolutions of the Congress may be quoted:

“The International Chamber of Commerce,

“Requests National Committees of the International Chamber in countries that have signed the International Convention on the Carriage of Goods by Rail to present the preliminary draft supplementary provisions and the explanatory Report to their respective Governments in view of the next Conference for Revision of the Convention.

“Urges Governments to take over the preliminary draft supplementary provisions establishing a document to order for use in international railway transport, and requests them to place this question upon the agenda of the next Conference for Revision of the International Convention on the Carriage of Goods by Rail;

“Emphasises the fact that these revision conferences are not railway conferences and that the delegates present, representing Government and public interests, should also be accompanied by duly authorised representatives of the recognised economic organisations of the countries concerned, joined to the delegations of their respective Governments as experts;

“Hopes that the Conference will take into consideration the desiderata of business interests and especially the proposals of the International Chamber of Commerce, which is prepared to lend every assistance to the Conference by presenting to it the united opinion and wishes of all economic organisations concerned in the development of international trade.”

November 12th, 1931.

(Signed) MAUNO NORDBERG.

Uniform Domestic Order Bill of Lading adopted by Carriers in Official Southern and Western Classification Territories, March 15, 1922.

UNIFORM ORDER BILL OF LADING
PRESCRIBED BY THE INTERSTATE COMMERCE COMMISSION)
ORIGINAL

Shipper's No.

Agent's No.

SOUTHERN RAILWAY COMPANY

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at 19

from
the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

The surrender of this Original ORDER Bill of Lading properly indorsed shall be required before the delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper.

Consigned to ORDER OF
Destination State of County of
Notify
At State of County of
Route
..... Car Initial Car No.
(Delivering carrier)

| No. Packages | Description of Articles, Special Marks and Exceptions | * Weight Subject to correction) | Class or Rate | Check Column | |
|--------------|---|---------------------------------|---------------|--------------|--|
| | | | | | <p>If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (See section 7 of conditions.)</p> <p>(Signature of consignor)</p> <hr/> <p>If charges are to be prepaid, write or stamp here, "To be Prepaid."</p> <hr/> <p>Received \$ to apply in prepayment of the charges on the property described hereon.</p> <p>Agent or Cashier</p> <hr/> <p>Per (The signature here acknowledges only the amount prepaid.)</p> <hr/> <p>Charges Advanced to</p> <p>\$</p> |
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* If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight".

Note. — Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

..... per

Per Shipper Agent
Permanent post office address of shipper Per

[Distributed to the Council and the
Members of the League of Nations.]

Official No. **C.977.M.542.** 1931. VIII.

[4th C.G.C.T./P.V. 1-3
and 4th C.G.C.T./Com. Cal.P.V.]

Geneva, December 7th, 1931.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

RECORDS AND TEXTS

relating to the

FOURTH GENERAL CONFERENCE

ON

COMMUNICATIONS AND TRANSIT

Held at Geneva from 12th to 24th October, 1931

VOLUME I

1. Minutes of the First Plenary Meeting of the Conference.
2. Minutes of the Plenary Committee for the Examination of the Expediency from an Economic and Social Standpoint of fixing Movable Feasts and of simplifying the Gregorian Calendar.
3. Minutes of the Second and Third Plenary Meetings of the Conference.

Annexes.

Series of League of Nations Publications

VIII. TRANSIT ✓
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1. — MINUTES OF THE FIRST PLENARY MEETING OF THE CONFERENCE.¹

Held on October 12th, 1931, at 11 a.m.

President : M. A. DE VASCONCELLOS.

I. OPENING OF THE CONFERENCE : PRESIDENT'S SPEECH.

M. DE VASCONCELLOS, whom the Council had done the honour of appointing President of this Conference, desired to express his appreciation. He regarded this appointment rather as a tribute to his country, whose navigators had been great pioneers of international communications, than to himself. He hoped that with the co-operation of the Conference he would be enabled successfully to direct its discussions. He would take inspiration from the example of his predecessors, notably of His Excellency M. de Aguero y Bethancourt, who presided so ably over the Third General Conference.

He declared open the Fourth General Conference on Communications and Transit convened by the Council of the League of Nations, in accordance with the provisions of Article 4 of the Statute of the Communications and Transit Organisation. The delegates were aware that the General Conference had a sort of constitutional function in the Communications and Transit Organisation, and that, apart from studying the special questions placed on the agenda, it was called upon to play a part in the work of the Organisation similar to that played by the Assembly in the general work of the League of Nations.

At the proper time, he would explain the general duties devolving on the Conference in respect of its discussions of communications and transit problems, but, at the present moment, he wished to draw its attention to a question of a somewhat different kind from those generally brought before the Communications and Transit Conferences. He referred to the expediency from an economic and social standpoint of stabilising the movable feasts and simplifying the Gregorian Calendar.

The Preparatory Committee of the Conference appointed by the Advisory and Technical Committee for Communications and Transit in its report adopted on June 13th, 1931, had pointed out that it would be advisable for the Conference, in accordance with a precedent adopted by the First General Conference on Communications and Transit, to sit from the outset in committee for the study of problems relating to the stabilisation of movable feasts and the simplification of the calendar.

In the circular addressed to the Governments on July 30th, 1931, the Chairman of the Advisory and Technical Committee for Communications and Transit had pointed out that the first week of the Conference would have to be exclusively devoted to these discussions. The President supposed that the Conference would agree to adopt this programme of work and would sit in committee as from the afternoon session. He then submitted some observations and suggestions for facilitating the discussions of the Conference in committee on the stabilisation of the movable feasts and the simplification of the Gregorian Calendar.

As the Preparatory Committee had drawn up a report on this question, the President thought it unnecessary to explain in detail the circumstances under which the League of Nations had decided, as a result of the initiative taken by the International Chamber of Commerce, to examine questions relating to movable feasts and the calendar. It would be sufficient to state that, from the outset, the Advisory and Technical Committee for Communications and Transit had undertaken the examination of these questions from their economic and social aspects. The Communications and Transit Organisation had never considered itself competent to discuss what might be regarded as specifically religious problems ; it represented an association of Governments and had merely desired to assist those Governments in coming to an agreement on questions within their competence. It had investigated the economic disadvantages that might arise from the present calendar. It had made some suggestions with a view to defining the state of public opinion. Its object had been to prepare for the time when the Governments, after being made conversant with the question, might take part in a conference and officially compare their views as to whether a reform was desirable and advisable from the purely non-religious aspects of these problems.

This was the essential rôle of the present Conference. Its object was to note the opinion of the Governments on the purely civil questions which might be involved in the study of the stabilisation of movable feasts and the reform of the calendar.

¹ The list of delegates attending the Conference is published in document C.785.M.380.1931.VIII.

The Communications and Transit Organisation had, however, from the outset been careful to keep in constant touch with the religious authorities and organisations concerned. Those authorities and organisations had been invited to send observers to the present Conference if they desired to do so. Formal reservations had always been made for the liberty of the religious authorities and organisations, once the opinion of the Governments on the civil aspects of the questions had been established.

It had nevertheless appeared necessary that these authorities or organisations might, if they chose to do so, give information to the Governments represented at the Conference on the views which they might hold in future, and that they might be constantly kept informed of the Governments' discussions and any conclusions arrived at. Naturally this attitude of courtesy and respect adopted towards the religious authorities and organisations did not imply that the League of Nations had any intention, or even thought it possible, to restrict in any way the freedom of the Governments in deciding what measures they should take in the exercise of their sovereignty in order to settle among themselves any questions on which they considered themselves entitled to take a final decision.

Before opening the general discussion, the President was sure that he was voicing the desire of the Conference in paying a tribute to the efforts pursued over a number of years in the preparation of these discussions. The problems relating to the movable feasts and the simplification of the calendar had for a long time been the subject of individual studies, recommendations or international meetings; an important step had certainly been taken when the Advisory and Technical Committee for Communications and Transit had created its special committee, and, in particular, when that special committee, under the Chairmanship of Professor van Eysinga and with members appointed by the Holy See, His Holiness the Œcumenical Patriarch and His Grace the Archbishop of Canterbury, had adopted its report. The Governments were from that time assured that, in respect of the stabilisation of movable feasts, there would be no insuperable dogmatic difficulty in the way of a reform if the common good called for such a reform. This report also contained a great deal of information which would assist their discussions on the questions of the establishment of a perpetual calendar.

After its report had been drawn up, the Advisory and Technical Committee for Communications and Transit, with the approval of the Assembly, had recommended the formation of special Committees in the various countries in order to sound public opinion and to enable this opinion to express itself more definitely. The number of these Committees, the standing of their members and even the contents of most of the reports received showed that the aim of the Communications and Transit Organisation, which was merely to facilitate an impartial study of the questions relating to the calendar, had been attained. The partisans and opponents of the reforms had not been and still were not in agreement, but the elements of discussion had been clearly defined and, whatever result was reached by the present Conference, the problems relating to movable feasts and the simplification of the calendar had ceased to be academic problems and had become concrete and practical questions which, for the first time for centuries, the official authorities of a great number of countries were called upon to discuss.

The world was at present concerned with serious and urgent problems which were of greater interest to public opinion and which were a source of greater anxiety to the Governments of the various countries than problems relating to the calendar; there could be no doubt on this point. But this was not a reason for making light of the lasting interest of discussions on such a question as that of the calendar which, in all epochs of history, had roused at times passionate interest in all human societies. The keen discussion to which the reform schemes have given rise, together with the correspondence received on this subject by the Secretariat of the League of Nations from the most varied corners and from all classes of society, proved that this interest remained unabated. The fact that the world was at present passing through a period of acute difficulties and trouble was not a reason for the abandonment of the study of this permanent problem and for the neglect of the calm preparation for necessary solutions.

II. PROGRAMME OF WORK.

Passing to the question of procedure, the PRESIDENT recalled that the Preparatory Committee had suggested that the Conference should examine separately and consecutively the economic and social aspects of the stabilisation of Easter and the economic and social aspects of the general reform of the calendar. As regards the general reform of the calendar, the Preparatory Committee had considered it desirable that the following points should be discussed separately and in the order given:

1. The disadvantages of the present calendar.
2. The principle of the establishment of the perpetual calendar, and the respective merits of the perpetual calendar and of the calendar involving simply the equalisation of the quarters without the introduction of supplementary days.
3. The respective advantages and inconveniences of the two definite plans for a perpetual calendar — *i.e.*, a year of thirteen months and a year of twelve months.

Lastly, the Preparatory Committee had considered that it would be advantageous for the Conference during its discussions to distinguish between two groups of questions — namely, the questions relating to the desirability of the reform of the calendar either in general or according to some particular plan, and the questions concerning the possibility of the immediate introduction of the reform.

He would therefore first ask the Conference whether it agreed to adopt this procedure. He would, however, also suggest that the definite discussions mentioned by the Preparatory Committee should be preceded by a short general discussion during which both the Government delegations and the delegations of authorities or organisations participating in the Conference might submit any statements which they wished to make. If the general discussion were in this way restricted, the Conference would no doubt be prepared to accept statements submitted by representatives of the international or national authorities or organisations, a list of which had been communicated to the Conference and which would thus be associated in the work of the Conference under the conditions specified in that list.¹ Those authorities or organisations would not take any subsequent part in the discussion, unless a special request to this effect were made by them to the President and submitted by him to the Conference.

It was understood that as regards the representatives of organs which had participated in the preparatory work for the Conference and the organs invited to be represented in an advisory capacity under the conditions laid down in the statute of the Communications and Transit Organisation, the practice of previous Conferences would be followed at the present Conference.

An exchange of views took place between M. SEELIGER (Germany), Sir John BALDWIN (Great Britain) and the SECRETARY-GENERAL OF THE CONFERENCE, as a result of which the Conference *decided to sit in Committee to examine the questions relating to the calendar.*

The procedure proposed by the President with a view to this examination was adopted, and it was agreed that the representatives of the organisations invited should, at the next meeting, state their point of view on all the questions relating to the calendar.

III. APPOINTMENT OF THE COMMITTEE FOR THE VERIFICATION OF CREDENTIALS.

On the PRESIDENT'S proposal *the Committee for the Verification of Credentials was composed as follows :*

- M. DE RUELLE (Belgium),
- M. ITO (Japan),
- M. MÜLLER (Czechoslovakia).

IV. ELECTION OF VICE-PRESIDENTS.

On the PRESIDENT'S proposal, M. Silvain DREYFUS (France), Chairman of the Advisory Committee for Communications and Transit, and M. DJOURITCHITCH (Yugoslavia), Chairman of the Preparatory Committee of the Conference for the Question of the Reform of the Calendar, *were elected Vice-Presidents by acclamation.*

¹ See Official Instruments (document C.785.M.380.1931.VIII).

2. — MINUTES OF THE PLENARY COMMITTEE FOR THE EXAMINATION OF THE EXPEDIENCY FROM AN ECONOMIC AND SOCIAL STANDPOINT OF FIXING MOVABLE FEASTS AND OF SIMPLIFYING THE GREGORIAN CALENDAR.

FIRST MEETING.

Held on October 12th, 1931, at 3 p.m.

Chairman : M. A. DE VASCONCELLOS.

I. GENERAL DISCUSSION.

M. BERTAUT (France) proposed that, as a very large number of statements were to be made on a subject with which the members of the Committee were not altogether unacquainted, the length of the speeches should be limited to ten or fifteen minutes.

M. POLITIS (Greece) seconded this motion.

The motion was carried.

The CHAIRMAN proposed that a maximum of fifteen minutes should be allowed.

M. BLOCHMANN (Reichsstädtebund), speaking on behalf of an Association of which there were members in twenty-eight countries and which had been studying this problem for nearly twenty years, observed that the solution must be sound from a logical as well as from an economic standpoint. It was impossible to obtain a perpetual calendar unless the leap-day were placed at the end of each leap-year — otherwise there would be two forms of calendar, one for ordinary years and one for leap-years. Secondly, the new calendar must be more economically sound and simpler than the existing one. To avoid complicating business men's work, the calendar must necessarily be a twelve-month calendar. In addition, there must be quarters and half-years composed of whole months, which was impossible with a thirteen-month year. As regarded the stabilisation of Easter, he had endeavoured to determine the real date of the crucifixion, which he estimated to be the ninety-seventh day of the year 30 ; therefore, the true date of Easter would be the ninety-ninth day of the year. Professor Eginitis, Director of the Athens Observatory, and one of the five members of the first committee of enquiry into the reform of the calendar, set up by the League of Nations, declared his agreement with these proposals in a letter of August 8th 1931.

Dr. HERTZ (Chief Rabbi of the United Hebrew Congregations of the British Empire) explained that the unalterable opposition of Jewish and other religious bodies was due to the proposal to make the last week of each December an eight-day week, by considering the 365th day a blank day. Consequently, the true days of the week would constantly alter from year to year, entailing endless hardship on Jews and all others who remained loyal to the Sabbath. He implored the Conference not to destroy the immemorial institution of the seven-day week. Thousands upon thousands of Jewish congregations in Europe, Asia, Africa and Australia had protested against calendar reform by the introduction of blank days, thereby making the Sabbath a movable day. Millions of Jews in the United States of America had expressed their opposition through another channel. He hoped that such considered expression of the whole House of Israel and not merely that of a few "reactionary orthodox Rabbis" would have due weight with the Conference. He read a letter from distinguished Jewish laymen indicating that a blank-day scheme would be little short of a renewed persecution of Jewry. The argument of supporters of the scheme that any religious difficulties incurred by minorities would be of their own making was indeed an argument that had been used to cover persecution in all ages. If there were a world-wide demand for radical calendar revision (which there was not) it would be still the duty of the Conference to ask whether the alleged advantages were worth the tremendous cost.

Mr. ADLER (Representative of the Society for Safeguarding the Fixity of the Sabbath) formally presented the joint resolution of fifty-one organisations in the United States of America representing four million Jews opposed to calendar reform schemes. He reiterated Dr. Hertz's argument that there was no universal desire for change. To illustrate the tyranny of the attempt, he mentioned the story of Og, King of Bashan, and his bed, adding that the initiator of the calendar reform scheme was indeed a western Og (Procrustes).

Mr. MAXWELL (General Conference of Seventh Day Adventists), after thanking the Conference for granting the Seventh Day Adventists a hearing, added that the position of this community of a million souls scattered throughout the world had not changed since the meeting of the Preparatory Committee in June 1931. The very simplicity of their faith compelled this community to resist the proposals before the Conference because they believed that the Sabbath was a God-given rest-day. They could never admit that calendar reformers or any legislative body, not even the League, had power or authority to break that divinely planned sequence of Sabbath days. He referred moreover to the hardships which such a change would entail and the confusion which would be caused in the mission field. The proposed attempt to interfere with divine law was a menace to religion and therefore to civilisation itself. He had prophesied in June that the Evangelistic Churches would protest as soon as they fully realised what was afoot. Now, four months later, that prophecy had become a reality. The Seventh Day Adventists valued and honoured the League and prayed the blessing of God upon its labours and, for that reason, they were confident that the Conference would decide to inter the calendar reform proposals for ever.

Canon HELLINS (Church of England) informed the Committee that the Regulation of the Date of Easter, implementing the Easter Act of 1928, had been passed by both Houses of the Convocation of Canterbury on February 14th, 1929, as follows :

“ In the event of general ecclesiastical concurrence with the object of the Easter Act of 1928, this House is of opinion that the first Sunday after the second Saturday in April should be adopted as Easter Day.”

With regard to the further modification of the calendar, a resolution had been passed by the Houses of Convocation of Canterbury on April 28th, 1925, to the following effect :

“ It is not desirable to disturb the regular incidence of the Sunday by excluding one or two days from the sequence of the days of the week.”

So much for the past. With regard to the future, the Acts of Convocation were only binding on the Convocation which passed them. A new Convocation could take new decisions. The Lord Archbishop of York had written as follows (February 12th, 1931) :

“ I do not think that it would be possible to say that the opinion of the Anglican communion has been ascertained on the subject of fixing the calendar. I am, however, convinced that there would be no objection from the Anglican side provided it was certain that this action would not lead to division of practice among Christians.”

Mr. ANDERSON (Australasian Conference Association and the Australasian Union Conference) explained that, as the Australian Government had not felt itself able, for reasons of economy, to send a delegation, he had come from Australia to present personally a petition from the Australasian Union Conference of Seventh Day Adventists protesting against the introduction of a blank day. Australian Adventists felt that untold hardship and confusion would result from the adoption of such a scheme. Moreover, the fourth commandment of the decalogue had enjoined all men to reverence the seventh day of the week ; no human organisation should undertake to nullify what the Creator had commanded.

The SECRETARY-GENERAL OF THE CONFERENCE read the following communication from the Universal Christian Council for Life and Work :

“ The Universal Christian Council for Life and Work heartily approves the proposal to fix by international agreement the date of Easter, but, the various schemes for simplifying the Calendar not having been fully considered, it is not able at this stage to pronounce an opinion upon any one scheme. It will, however, follow with sympathetic interest the proceedings of the international conference called by the League of Nations in Geneva.”

Mr. LEVINE (lay representative of the League for Safeguarding the Fixity of the Sabbath) desired to speak in order that the Committee might realise that the opposition of Jews to calendar reform came from the laity as well as from the clergy. The practical disadvantages of the thirteen-month scheme in particular were as follows :

1. The thirteen-month calendar could not be divided into sixths, thirds, fourths or halves without splitting months.
2. The present calendar made the reckoning of interest a very simple matter.
3. The present calendar seldom terminated the month on a Saturday. Saturday was a half-holiday which was fast becoming a full holiday. Under the thirteen-month calendar of twenty-eight days each month, the month always ended on a Saturday, which would make Saturday the hardest working day of the month.
4. Monthly accounts would have to be closed and balanced, and bills made out and collected thirteen times instead of twelve times each year.
5. Monthly insurance premium policies and contracts would have to be rewritten. Bonds bearing coupons coming due at certain maturities involving the whole world would be thrown into confusion, involving litigation and hardship.
6. Long-time leases and contracts, payable at a specified monthly rent rate and maturing on a specified date under the present calendar, would lead to endless litigation and injustice.
7. The number 13, a prime number which could not be divided without fractions, would occur millions of times a year in everyday life.

He begged the Committee to note that the literature apparently sent through the Government Office in Washington did not involve the United States Government in any commitment and that all newspaper reports to the contrary were wholly untrue.

Mr. LONGACRE (International Religious Liberty Association) said his Association was composed of 250,000 members in which all religious denominations were represented. The Association was not opposed to calendar reform, if the present calendar could be improved, nor was it opposed to the fixing of Easter. It was, however, strongly opposed to a thirteen-month calendar with blank days. A petition had been signed by 220,000 persons against the breaking up of the cycle of seven-day weeks. In many cases, the petition represented 85 per cent of the adult population of certain towns and therefore gave some idea as to what a world referendum would show. Of these signatures, 13,000 came from England, 30,000 from the British West Indies, 133,000 from Germany, Holland and the Baltic States, 19,000 from the Philippines, 3,000 from Sweden, etc. His Association, being persuaded that business men in the United States of America had not really understood, in all its implications, the first questionnaire sent to them regarding a thirteen-month year, had therefore sent out a counter-questionnaire explaining the true results of the blank day. The consequence was that 60 per cent of these business men had reversed their position. Mr. Longacre then quoted a long list of religious authorities who had expressed their disapproval of the thirteen-month calendar reform. The general conclusion was that world opinion was not yet sufficiently informed and that it would be dangerous for the Conference to recommend at the present juncture so revolutionary a change to be imposed upon an unsuspecting world. The Association trusted, however, in the good sense of the Conference to avoid such a possibility.

Mr. RICHMOND (International Calendar Organisation) pointed out that no advance towards the adoption of universal time standards had been made since the time of Confucius. In Singapore, for instance, where seventy races were represented and at least fifty languages spoken, about ten calendars were in use, two of them officially. In view of the increasing interdependence of nations, a national and international movement for calendar simplification was a necessity. The present Conference was the climax of many international conferences since the Evangelistic Conference at Eisenbach in 1900. The Conference on Communications and Transit had now narrowed down the issue to a choice of (1) a year of four quarters of thirteen weeks each and (2) a year of thirteen months of four weeks each. The basis of calendar reform was either lunar or solar, or a mixture of both. The present interest was in a purely solar calendar. An independent and separate lunar calendar had not been considered. China was the only example of a country in which a lunar and solar calendar were in use simultaneously. Mr. Richmond then referred to the various lunar systems in force — *e.g.*, the Mohammedan, the Chinese and certain systems among the primitive peoples of the Philippines. Other communities, appreciating the flexibility of the figure 12, had given artificial length to the moon-period, so that twelve so-called moons would make up the time of the year's duration. The Gregorian, Julian and Hindu calendars were in that group.

As regarded purely solar systems, Egypt seemed to have contrived that the 360-day year be used in parts of both ten and twelve. The Roman Calendar was said to have been borrowed from the original twelve-month solar calendar of Moses. He also referred to the Mayan, Tultec or Aztec calendar and the Chinese solar calendar. They had, therefore, all the bases for consideration, which led the International Calendar Organisation to recommend that the commencement of the

year be placed at one of four astronomical points — *i.e.*, the winter or summer solstice, or the vernal or autumnal equinox — for preference the winter solstice.

With regard to leap-year adjustments, the Organisation proposed a simple rule that was right to within about ninety minutes at a time 1,000,000 years hence — *i.e.* : “ Leap year occurs every fourth year, except years divisible by 128.” With regard to the divisions of the year, the Organisation proposed primarily certain exact divisions of five parts of seventy-three days each. Mr. Richmond went on to explain the economic, hygienic and statistical advantages of this scheme. With regard to weekly divisions, in certain religious considerations, the seven-day week had not, under intensive industrial conditions, proved an unqualified success, but without disturbing the continuity of the working week, they proposed the following perpetual, symmetrical and rational arrangement.

The year should contain 300 working days and 65 free days ; the year to be divided into five equal parts called quintals. At the end of each quintal, two free days occurred together, thus stabilising the celebration of special national and religious days. The year contained 60 work-day periods of five days each ; the number 60 was divisible by 2, 3, 4, 5, 6, 10, 12, 15, 20 or 30. The reckoning of the year by quarters, half-years and months would be eliminated and replaced by exact divisions of five. Even so, the old divisions of half-years, quarters and twelfths could be reckoned with more exactitude than under the Gregorian, Julian or Hindu calendars. With regard to the claims of certain groups that a seven-day week was according to natural law and, for that reason, of divine command, the well-known scientist M. Bestgen had shown conclusively the effect of solar influence on mankind, and that solar vibrations reacted to the figures 10 and 12. That was a matter of fact and not of sentiment. It would in any case be humanly impossible to harmonise the claims made by custom and religious traditions into a concrete proposal. Nor should decisions be left to the popular vote, which was too often subject to the publicity methods of interested parties. The question should be looked at squarely from an international point of view, and every effort made to produce from the evidence of the past, from the necessity of the present and for the approval of the future, a scheme which would be methodical, accurate, symmetrical and simple.

Mr. STELLING (British Parliamentary Committee on Calendar Reform) observed that the report from the Chairman of his Committee expressed the results of a referendum carried out among typical sections of the British people (*e.g.*, the mayors of some eighty-eight cities and towns) which might be regarded as representing what was called the “ man in the street ”, especially when every other test applied produced similar results. The general deductions were that British public opinion was overwhelmingly in favour of stabilising Easter, and that, when attention was drawn to the defects of the Gregorian calendar, reform was regarded as desirable by four persons out of five. A thirteen-month calendar was definitely repugnant to British feeling. The present time of grave economic and political crisis was unfavourable for educative work on calendar reform ; under more normal conditions, the British public would welcome a reformed twelve-month perpetual calendar. As the Conference was paying some attention to Sabbatarian objections, he wished to refer the Committee to his reply in *The Times* to the Chief Rabbi to the effect that there was little substance in Jewish objections to the intercalary day, and that there was no question whatever of a floating Sabbath. The Chief Rabbi had not answered his letter nor had a single member of the Jewish community in Great Britain attempted to refute his arguments. He had recommended the adoption by Jews of an annual double Sabbath. There would seem to be now established a nucleus of agreed secular opinion which actively desired to see the stabilisation of Easter and the removal of the principal defects of the Gregorian calendar. If the Conference were by its decisions to register the progress that had so far been made, it would mark a definite step forward and would assist the cause of reform in the future.

Miss ACHELIS (World Calendar Association) explained how her interest had been aroused in the problem by attending a lecture on the thirteen-month plan. She had even then been assailed by doubt and had come to the conclusion that the alternative twelve-month reform scheme should be placed before the public of the United States of America and the public in other countries. There was some danger that calendar reform might become too closely identified with the thirteen-month scheme, to the detriment of all reform. No halfway measures would satisfy a sufficiently informed public.

The inconvenience of the present wandering Easter was recognised on all sides. The Conference, however, should not be satisfied with a vague proposal to stabilise Easter apart from a perpetual calendar, for the two questions were absolutely interdependent.

It was 180 years since the calendar had last been reformed, and it was not likely that they would see two instalments of reform in their lifetime. The number of months in the Gregorian calendar had nothing to do with its present irregularities. The equal-quarter division started with a solid foundation and retained every desirable feature of the present calendar, particularly its division into twelve months. Miss Achelis quoted several advantages of quarterly periods. Full synchronisation, however, would only be possible under a perpetual equal-quarter calendar. Scientifically, the seasons could not be disregarded. The quarterly period of seasonal succession imposed itself upon the world as a unit of time. Probably the world was not yet ready for reform, but the Conference could go far to clarify the situation by making a definite announcement in

support of a perpetual calendar. Only by means of a perpetual calendar could comparability, stability and regularity be assured. The World Calendar Association recommended for a fixed Easter either April 8th or April 22nd, which was preferable to April 15th. The adoption of April 15th would cause considerable business disturbance as regarded the payment of rents, dividends, interest and taxes.

Mr. MORRIS (University Association for the Study of Calendar Reform) submitted the report of Professor Wylie on this subject. The Association consisted of University professors in seventy universities and colleges in the United States of America. The report set out the replies from transport workers, educators and astronomers. There was a majority in favour of reform (and mainly in favour of the twelve-month revision) among transport workers, educators and astronomers. Opinion among bankers, on the other hand, was fairly equally divided.

With regard to the revision of the leap-year rule, the Association wondered whether it would be worth while formally to adopt a revision which might be discarded before taking effect. There was a great deal to be said in favour of the adoption of auxiliary calendars, which gave the essential advantages of a permanent calendar without waiting for legislative alteration. In general, the opinion of the Association was that, in the United States, the majority who had given calendar reform any thought were in favour of revision. There was a strong preference for a twelve-month rather than a thirteen-month revision. The ablest men in the United States were, however, not yet agreed. It would be unwise therefore to consider a change for so early a date as January 1st, 1933. As far as the United States was concerned, it appeared that some form of twelve-month revision to take effect on January 1st, 1939, might be considered.

Mr. MARVIN (International Meteorological Committee) informed the Committee that the organisation he represented was perhaps one of the most co-operative and harmonious scientific international organisations in the world. It included commissions on clouds, solar radiation, marine meteorology, climatology, etc. Their views on calendar reform therefore perhaps best represented worldwide, as well as social and economic, opinion. But the organisation was not prepared to express any final opinion. The defects of the present calendar were, however, generally recognised, though opinions differed as to how they could be remedied. The Commission of Marine Meteorology had acted in reply to the questionnaire sent out by the Committee of Enquiry of the Transit Committee and was printed in the Committee's report (document A.33.1926.VIII). On the whole, it was not in favour of the change, but saw no formidable objection to establishing a perpetual calendar. It thought the proposal for a leap-year approximately every six years was to be rejected, nor did it favour a thirteen-month system. The equal-calendar plan should not, however, be entirely rejected if that system had obvious advantages from other points of view. In September 1929, the Conference of Directors held at Copenhagen referred the question of a calendar to a sub-committee. That sub-committee had reported as follows :

“ The Conference recognises the importance of the adoption of a simplified calendar for the use of all nations. It appreciates the initiative displayed by the League of Nations in this direction and it views with great interest the advances made by the League to convene an International Conference to consider the question. It hopes the deliberations of such a Conference may lead to the introduction of an improved and simplified calendar, formed of units as nearly equal as possible.”

The Commission on Climatology which met at Innsbruck had decided as follows :

“ The Committee recognises that intervals of time shorter than the month are of importance in climatological work ; the week will be very appropriate for this purpose. However, it is not recommended that the practices heretofore followed in the different countries should be changed before the projected reform of the calendar is introduced, to which persons could then conform.

“ The International Meteorological Committee is urged to extend assistance to the League of Nations to the end that the introduction of an improved and simplified calendar with equal and not too long intervals be expedited in every way possible.”

Mr. Marvin also submitted a small diagram¹ of which Sir Napier Shaw was the author. It was not a civil calendar. Briefly, it consisted of twelve equal months of four weeks (twenty-eight days), to each of which were added in the intercalary weeks one each centred as nearly as possible on an equinoctial or solstitial point. The plan, however, was incapable of use under the present calendar or the proposed scheme to equalise the quarters, which split the weeks at the ends of all months, eight of which were also split at the beginning.

Mr. MARTIN (Lord's Day Observance Society) handed to the Chairman a written declaration to the effect that this Society was opposed to any change being made in the Sunday day of rest by means of a reform of the calendar. It stated in its report for this year that, whatever changes might be made, the divine laws relating to the Sabbath were eternal and that no ecclesiastical or legislative assembly in the world was authorised to change them in the slightest degree. The

¹ This diagram can be consulted in the League of Nations files.

Lord's Day was a consecrated day which fell on a fixed date, according to the divine order, after six working days. It had been consecrated by God the Father on the day of the Creation, by God the Son on the day of the Resurrection and by the Holy Spirit on the day of Pentecost. The establishment of a calendar providing for an eight-day week would outrage the religious convictions of British Christians. On September 28th, 1931, the British Home Secretary had clearly stated in the House of Commons that the appointment of a representative of the British Government to attend the Transit Conference did not imply the acceptance by that Government of the calendar reform proposals. In conclusion, the Lord's Day Observance Society wished to protest emphatically against any proposal of this kind.

The CHAIRMAN thanked the speakers for their very interesting communications and for the efforts they had made to economise the time of the Committee. The Committee would consider the fixation of Easter at its next meeting.

Communication by the Chief Rabbi of the United Hebrew Congregations of the British Empire.

A letter was received by the Chairman from Dr. Hertz. Dr. Hertz regretted his absence during Mr. Stelling's speech. Mr. Stelling's proposal had remained unanswered because his argument for a double Sabbath in Judaism was fantastic. The Day of Atonement was a day of Sabbatical character on which all work was strictly prohibited. It could not fall on a Friday because it would be *succeeded* by the weekly Sabbath day, nor a Sunday because it would *follow* the weekly Sabbath day. An essential of the Jewish ecclesiastical calendar was the principle of preventing two Sabbaths from falling on successive days.

Communication from the National Committee on Calendar Simplification of the United States of America.

With reference to the statement made by Mr. Longacre, a note was received by the Chairman from the National Committee on Calendar Simplification of the United States of America submitting the results of a questionnaire sent to the users of the thirteen-period auxiliary business calendar in the United States on September 15th, 1931.

In reply to the question : " Have you any objections to the universal adoption of a fixed or perpetual calendar if the religious authorities representing a preponderant majority of the religious population have no objection ? " 99 per cent answered " No ".

In reply to the question : " If you have no objection on religious grounds to such a calendar, do you favour the universal adoption of the thirteen-period system of dividing the year as a thirteen-equal-month fixed and perpetual calendar ? " 94 per cent answered " Yes ".

SECOND MEETING.

Held on October 13th, 1931, at 10.30 a.m.

Chairman : M. A. DE VASCONCELLOS.

The CHAIRMAN proposed that the Committee should follow the procedure outlined in the note which had been submitted to it (see Annex 1).

This was agreed to.

II. STABILISATION OF MOVABLE FEASTS.

M. LACHOUT (Czechoslovakia), speaking on behalf of the National Czechoslovak Committee on Calendar Reform, after explaining the disadvantages of an Easter which oscillated between March 22nd and April 25th, was of the opinion that from an economic, commercial, industrial and tourist point of view, stabilisation would be eminently desirable. The National Czechoslovak Committee proposed that if the thirteen-month year were adopted, Easter should be fixed on April 14th of the new calendar ; if that reform were not accepted, the best date would be the Sunday following the second Saturday of April, taking into account the climatic and geographical situation of various countries and the views of ecclesiastical authorities.

M. BIRKELAND (Norway) said that, owing to the importance of the cod fisheries, which extended in his country until about April 20th, it would be preferable to fix Easter somewhere about that date. If other delegations agreed with the Norwegian proposal, he would submit a draft.

M. GERAETS (Netherlands) stated that an enquiry conducted by the Netherlands National Committee of Enquiry into Calendar Reform showed that public opinion in the Netherlands was on the whole favourable to a stabilisation of the movable feasts, which would be desirable from the point of view of trade, industry, railways, labour and education : its benefits would even, to a certain extent, be felt in the colonies.

The date might be fixed on the second Sunday in April, on April 8th at the earliest or April 14th at the latest, as suggested in a letter from the Netherlands Legation at Berne to the League of Nations, dated December 14th, 1925.

If, however, Easter fell on April 8th, the Feasts of the Annunciation and the Passion would fall on the same day. The Netherlands delegation, however, agreed with the formula proposed by the Calendar Reform Committee which had been followed by the British Easter Act — namely, that Easter should be fixed on the Sunday following the second Saturday in April — *i.e.*, on April 9th at the earliest and April 16th at the latest.

M. HJELT (Finland) stated that his Government was in favour of fixing Easter and the other movable feasts. He had not, however, received any instructions with regard to the date. Nevertheless, he thought he could say that, owing to the climate in his country, the date should be as late as possible.

M. SCHMIDT (Estonia) observed that the special enquiry undertaken in Estonia with regard to the stabilisation of the movable feasts showed that the interested quarters were in favour of this step. By a decision taken on January 22nd, 1930, the Estonian Government approved the stabilisation of Easter on the Sunday following the second Saturday of April.

M. SEELIGER (Germany) said that the stabilisation of Easter was desired by the majority of public opinion in Germany, which regarded it as necessary and useful. With regard to the date, the German Government thought that the Sunday following the second Saturday in April would be the most appropriate day. Before taking a final decision, however, it would be well to consult the religious authorities.

M. POLITIS (Greece) reminded the Committee that the Greek Government had, in conformity with the Assembly resolution of September 26th, 1926, appointed a committee to study the question of the calendar and the movable feasts. That committee had pronounced in favour of the stabilisation of Easter and the other movable feasts, a step which was not in any way contrary to the dogma of the Greek Orthodox Church. The Greek Government proposed that Easter should be fixed for the first or second Sunday in April, subject, however, to the reservation that any proposal on this subject must be submitted to the Pan-Orthodox Synod, as the matter was one of primary importance to the Church.

M. MÜLLER (Czechoslovakia) said that the National Czechoslovak Committee on Calendar Reform, whose opinion had just been expressed by M. Lachout, was independent of the Government, but the latter had been informed by the Committee as to its activities. The Czechoslovak Government, being very much occupied with other urgent matters raised by the present general economic crisis, had been unable to study the whole of the results of the enquiry conducted by the National Committee. Consequently, he was not able to state the final view of his Government on that subject. Personally, however, he thought he might say that the Czechoslovak Government, after having consulted the ecclesiastical authorities, was prepared to accept a scheme for the stabilisation of Easter and would probably confirm the proposals of the Czechoslovak National Committee.

M. MARCHAND (Switzerland) stated that, as regarded the desirability of stabilising Easter, 99 per cent of the replies received by the Swiss Committee of Enquiry were favourable. As to the date, the Sunday following the second Saturday of April had found a great number of partisans ; some wished that the date of Easter should be advanced, others that it should be retarded. In this matter, however, the religious authorities would have to state their views in the first place.

M. MODEROW (Poland) pointed out that the results of the enquiry conducted in Poland by the Polish National Committee on Calendar Reform had been communicated to the Advisory and Technical Committee on Communications and Transit and to the members of the Conference through the Secretariat. It was desirable to stabilise Easter. Nevertheless, the question of the date was of particular importance to Poland on account of that country's geographical and climatological situation. Spring in Poland did not begin until the end of May or the beginning of June. If Easter were placed at the beginning of April — *i.e.*, when the weather was still cold — trade would suffer. In the interests of Polish trade, therefore, it would be desirable to fix Easter on the Sunday following the third Saturday of April. Obviously, the final settlement of this question could only be obtained by agreement between the Christian Churches, as it raised a religious problem of the greatest importance. The Polish Government had no desire to trespass on the prerogatives of the religious authorities.

M. CIUNTU (Roumania) also thought that, as Easter was an exclusively religious feast, no decision could be taken without the consent of the ecclesiastical authorities. The Roumanian Government had no preference for any particular date. If, however, they were called upon to fix a date, a medial date would be preferable, and, to ensure that the choice should not be arbitrary, the average for the last ten or fifteen years might, for instance, be taken as a basis for calculation.

M. BLUME (Free City of Danzig) said that the Government of the Free City of Danzig was in favour of the stabilisation of Easter on the Sunday following the second Saturday in April.

M. BERTAUT (France) informed the Committee that French opinion was rather in favour of stabilising Easter within a variation of seven or eight days, subject to two indispensable conditions — first, agreement with the religious authorities, and, secondly, the reform must be universal and must be carried out under the auspices of the League of Nations.

M. DJOURITCHITCH (Yugoslavia), Chairman of the Preparatory Committee, stated that social and economic circles in Yugoslavia were agreed as to the desirability of stabilising Easter. The Yugoslav Government, however, would subordinate its decision to that of the two principal Churches of the country, the Orthodox and Roman Catholic Churches respectively. Until the consent of the principal Churches had been obtained, the question of the date was not of very great importance.

Mr. COYNE (Irish Free State) said that there was no appreciable demand for the stabilisation of Easter on the part of the inhabitants of the Irish Free State. It was desirable, however, to make it plain that, in the absence of the concurrence of the ecclesiastical authorities, the Irish Government would not be prepared to participate in any decision or recommendation of the Conference upon this particular matter.

Sir John BALDWIN (Great Britain) said that the regulation of the date of Easter was a well-defined reform which was unquestionably desirable on secular grounds and which involved no disturbance in business arrangements or in the ordinary life of a nation.

An Act to regulate the date of Easter was passed by a free vote of Parliament in 1928 on the grounds that the Easter season was almost universally treated as a holiday and a permanent stabilisation of this public holiday would confer benefits upon the country as a whole and, in particular, upon educational institutions and upon employers and employed in all branches of industry, finance and commerce. The fluctuation in the date of Easter was a source of considerable inconvenience to universities and other scholastic establishments and to the transport and other allied industries particularly concerned with the tourist traffic. All industries and trades suffered from interruption of, or from the necessity for, modifying their business operations at irregular intervals, but the textile and clothing industries were especially affected, since Easter marks the limit between winter and spring fashions.

The Act in question provided that Easter Day should fall on the date suggested by the League of Nations Committee — that is to say, on the first Sunday after the second Saturday of April. The effect of this would be that Easter Day would fall between the 9th and 15th of April.

By the passing of the Easter Act, His Majesty's Government were in a somewhat different position from other Governments represented at the Conference, but, although there could be no question of making the application of the Act in Great Britain dependent on similar action being taken simultaneously by any other country or group of countries, Great Britain would be very glad to see as many countries as possible support the action which that country had already taken in this connection.

His Majesty's Government, as a result of this Conference, would welcome the adoption of a reasoned resolution recommending the regulation of the date of Easter in the sense suggested by the League of Nations Committee. A reasoned resolution of this description would pave the way for the serious consideration of the subject by the interested religious bodies who, it is certain, would be the last to oppose the general introduction of a measure conceived in the economic and social interests of humanity and to which, it had been stated by high authorities, there is no objection from the point of view of dogma.

M. VON HEIDENSTAM (Sweden) said that the enquiry conducted in Sweden had proved, first, that Swedish public opinion was, generally speaking, favourable to the stabilisation of Easter; secondly, that it would be possible, as regarded the date, to adopt the Sunday after the second Saturday in April; finally, that changes could not be adopted in Sweden unless they were universally accepted.

M. SINIGALIA (Italy) said that the Italian Government, after having heard the interested circles, organisations and authorities, recognised the advantages which, from the civil, social and commercial points of view, would result from the stabilisation of movable feasts. Consequently, if public opinion throughout the world showed a tendency in favour of such reform, the Italian Government would raise no objections. Nevertheless, it was obliged to consider the question also from the religious point of view. If the religious authorities were opposed to the idea of a reform, the Italian Government would prefer to abandon it, considering that the possible advantages would not counterbalance the disadvantages which would be caused by the adoption of a measure which was not generally adhered to. With regard to the date, the Italian Government would prefer the Sunday following the first or at any rate the second Saturday in April.

M. DE CASTRO BONEL (Spain) stated that 85 per cent of the replies received by the Spanish Committee for the Reform of the Calendar were favourable to stabilisation. In this connection, the Spanish Committee had made the following proposal :

“ That Easter be fixed at the latest on the Sunday following the second Saturday of April, and that the definite fixation of this feast be left to the Holy See and to the other Churches acting by common consent.”

The Spanish Government shared its Committee's views.

M. RIESEN (International Chamber of Commerce) stated, on behalf of the International Chamber of Commerce and of the International Alliance of Hotelkeepers, that, from a hotel-keeping and tourist point of view, the stabilisation of Easter was eminently desirable. The Sunday after the second Saturday in April would be quite an acceptable date, since it would avoid the present fluctuation over a period of thirty-five days.

M. DE RUELLE (Belgium) said that his Government had consulted a special committee, which had pronounced in favour of reform. As to economic circles, the Belgian Government had heard the opinion of the Belgian Committee of the International Chamber of Commerce, which had also declared itself in favour of a reform and especially of the stabilisation of Easter. Consequently the Belgian Government could adhere to any solution that met with unanimity, it being understood, however, that a final agreement could only be reached with the consent of the religious authorities.

Mr. RIDDELL (Canada) said that the proposal for stabilisation and the date, “ the Sunday following the second Saturday in April ”, were approved by the Canadian Government.

Colonel SOLBERT (Committee on Calendar Simplification of the United States of America) was in favour of fixing Easter, a measure which would be worth several millions of dollars in the various industries. Of the replies to the questionnaire of the American Committee, 82 per cent had been favourable to stabilisation, which would also render great service to the universities. Nevertheless, the present proposal for stabilisation was only a partial reform. Instead of fluctuation over a period of thirty-five days, the maximum fluctuation would henceforth be eight days only. He would prefer the adoption of a perpetual calendar abolishing all variations ; hitherto movable feasts would then always fall on the same dates.

M. DE DIETRICH VON SACHSENFELS (Hungary) proposed that, in order to canalise the discussion, the members of the Committee should base their standpoint on the law already voted by the British Parliament for the stabilisation of Easter.

M. RESTREPO (Colombia) pointed out that his country, which was, in majority, a Catholic country, desired to conform to the opinion expressed by His Holiness the Pope in the letter which had just been distributed (see Annex 2). From a practical point of view, any change in the present calendar would be dangerous. From a religious point of view, the discussion at the previous meeting had proved that religious feelings were still very strong in the world and that many would not readily consent to any change in the calendar. It would be all the more difficult to resist in the name of science century-old customs and deep religious convictions, in that science itself had not expressed its opinion and had not yet created an absolutely accurate calendar. Therefore, on behalf of the Colombian Government and on behalf of Catholic South America, he was in favour of maintaining the *status quo*.

The CHAIRMAN noted that the discussion had not shown any absolute divergencies of view. Most of the delegates had spoken in favour of stabilisation, and the opposition of the Colombian delegate was not formal. There had been different views regarding the date, but he hoped that it would be easy to discover an appropriate date. It had never been the intention of the League to go contrary to the views of the religious authorities. The latter had moreover recognised that, as regarded the stabilisation of Easter, no question of dogma was involved. In any case, the religious authorities would have to express their opinion in the last resort. He proposed that the question of Easter should be referred to a Drafting Committee which would submit to the Committee a draft resolution which, after discussion and adoption, would constitute a final resolution on that point.

M. SEELIGER (Germany) thought that the discussion had raised questions which were too serious to allow of their solution by a Drafting Committee without previous discussion. Moreover it would be desirable to define the form in which the Committee would express its opinion. Should it submit a mere expression of opinion, recommendations, a decision, or even a draft treaty ?

The CHAIRMAN replied that it had been his intention to refer all these questions to a Drafting Committee constituted on very wide lines so that the Committee might have a definite text for discussion.

M. SEELIGER (Germany), after hearing this explanation, agreed with the Chairman.

Sir John BALDWIN (Great Britain) thought it would be desirable to adhere strictly to the agenda of the Conference. The Committee had examined the question of Easter from a lay point of view ; the religious authorities would in turn have to consider the decisions of the Committee for such action as they might deem desirable. As to form, he would propose a recommendation to the various Governments based on the strictly secular opinion of the Committee.

M. SCHLINGEMANN (Netherlands) was of opinion that a recommendation to Governments would not have the desired effect, since such a procedure would not solve the problem of the transmission of the conclusions of the Conference to the Churches, especially to the Universal Churches.

The CHAIRMAN declared the discussion closed and added that the Drafting Committee would be asked to examine these various points and to submit an appropriate text.

THIRD MEETING.

Held on October 13th, 1931, at 3.30 p.m.

Chairman : M. A. DE VASCONCELLOS.

III. GENERAL REFORM OF THE CALENDAR.

Inconveniences of the Present Calendar.

M. GERAETS (Netherlands) drew attention to the fact that, according to the Netherlands National Committee, there was not much interest taken in the question of calendar reform in that country. Judging from reports of other National Committees (see Annex 3), this was probably the case in most other countries. Without wishing to enquire into the causes of this lack of interest, the question arose whether the business world, which was faced with difficult and urgent questions, had time to take a keen interest in matters of doubtful urgency. The indifference to which he had referred might be taken as a sure indication that the irregularities of the Gregorian calendar had not such an effect on business as to make a reform urgent.

It might be admitted that these irregularities were disadvantages but he wondered whether they were so serious as to exercise a considerable effect on economic and social interest and, further, whether the suppression of these disadvantages would not give rise to other difficulties no less important.

The disadvantages seemed to be of a statistical nature. The unequal length of the months, quarters and half-years could not fail to be a source of trouble and uncertainty in drawing up statistics, especially in making comparisons between different parts of the same year. This might involve extra work in the case of large undertakings, but could not in general be regarded as a sufficient reason for reforming the calendar.

He did not think it was of great disadvantage that the dates of periodical events could never be definitely fixed. If such an event fell on a Sunday or holiday, there would be no difficulty in postponing it till the following working day. Moreover, if an event were fixed for a certain day in a certain week — *e.g.*, the third Tuesday in September — the variations could never exceed seven days. In cases when the authorities had to fix a date for a periodical event — *e.g.*, the beginning of summer time — he was not aware that they had hitherto met with any difficulty.

It could not be maintained that the variable position of the weeks in a quarter involved important difficulties for general statistics. For many kinds of statistics — *e.g.*, foreign trade statistics — the week was too short a period. Other kinds of statistics took the week as a unit and neglected other subdivisions of the year. Any disadvantages which might arise in calculations of cost prices could be overcome by means of an auxiliary calendar.

He did not consider that the disadvantage of the unequal value of different days in the week was very serious from the standpoint of the movement of trade. Such a disadvantage only existed, if at all, in certain special cases, while slight differences of this kind were not insuperable difficulties for statisticians.

In conclusion, he stated that the Netherlands delegation had arrived at the conclusion that the suppression of these disadvantages was not to be recommended unless it was proved that such suppression was not calculated to give rise to other difficulties of an economic and social nature.

M. SINIGALIA (Italy) said the Italian Government agreed with some of the Preparatory Committee's conclusions, but he proposed not to make a statement of its views on the defects of the present calendar until the Plenary Committee came to discuss the next point on the agenda — namely, the means of eliminating those defects.

The CHAIRMAN stated that, if no further delegates had any remarks to make, he would take it that the Plenary Committee agreed with the conclusions of the Preparatory Committee.

Sir John BALDWIN (Great Britain) did not accept this view. The British Government did not question the mathematical facts recorded on pages 10 and 55 of the report (Annex 3), but he could not agree that the absence of criticism implied agreement with the conclusions drawn from these facts.

M. MÜLLER (Czechoslovakia) said that, as he had already stated at the previous meeting, he could not give his Government's opinion. The Czechoslovak National Committee had expressed the views of economic, industrial and banking circles, but those views had not yet been examined by the Government.

M. VON HEIDENSTAM (Sweden) said that he was not prepared to say whether the *exposé* on pages 54 and 55 of the report of the Preparatory Committee (Annex 3) represented an adequate statement on the weight to be given to the irrationalities of the present calendar or whether he could agree with the conclusions drawn from the report.

Colonel SOLBERT (National Committee on Calendar Simplification of the United States of America) said his Committee agreed with the Preparatory Committee's statement of the defects of the calendar — *i.e.* :

- (1) Inequality in the length of the divisions of the year ;
- (2) Want of fixity in the calendar.

It also agreed with the Preparatory Committee's view of the resulting inconveniences.

In its opinion, the principal defects were the unequal length of the months, the fact that the months do not contain a whole number of weeks and that the days of the week fall on different dates in different months.

His Committee considered that the inequality of the months was far more inconvenient than that of the larger divisions. If the quarters and half-years were made to contain an equal number of weeks, this would not remedy the disadvantages resulting from the fact that the month does not contain a whole number of weeks but usually has broken weeks at both ends. The fact that the days of the week fall on different dates in different months caused a constant change in the kinds of days of which each month is composed. This affected the comparability of the months, as the economic value of some days — for instance, Saturday or Sunday — differed from that of other days.

M. SHICHIDA (Japan) said that his Government recognised the serious defects and disadvantages of the present calendar. It was, however, not yet entirely convinced as to the immediate expediency of reforming the present calendar.

The problem of calendar reform being of a universal character, the Japanese delegation was ready to examine it, if general opinion were favourable to this movement. In these circumstances, M. Shichida would remark that the plans drawn up by the Preparatory Committee presented certain disadvantages for countries which, on account of long-established custom, attach particular importance to the day and month units, but do not attach as much importance as certain other countries to the week unit.

For these reasons, which M. Shichida considered it unnecessary to explain in detail, the Japanese Government could not accept any reform which would tend to comprise thirteen months in one year.

Dr. KAISENBERG (Germany) said that, in Germany, the disadvantages of the present calendar had been thoroughly discussed with various business organisations, employers and employees, the school authorities and men of science. The disadvantages of the present calendar were well known. The want of fixity in the calendar and in the date of Easter was felt in various spheres of public administration and private business. The unequal length of the months created uncertainty in all business calculations. Statistics regarding production and economic results, which were essential in business, were extremely difficult to compare. The changeability of the calendar from year to year made it difficult to fix dates for periodical events, such as markets, fairs, school holidays and the sittings of courts of justice, and no doubt involved considerable loss

of time and energy. He pointed out that a reform of the calendar was particularly necessary from an economic point of view.

For that reason, the present time with its economic difficulties was a particularly favourable moment for reforming the calendar and for breaking with antiquated arrangements which hindered modern economic activity. It was for these reasons that the preponderant majority of those consulted by the German Committee had expressed themselves in favour of calendar reform and that the German Government had adopted the same view.

M. CIUNTU (Roumania) remarked that if the Plenary Committee were asked to accept the Preparatory Committee's conclusions this would lead to prolonged discussions. He therefore thought the meeting should merely take note of those conclusions without accepting any responsibility for them.

M. DJOURITCHITCH (Yugoslavia), Chairman of the Preparatory Committee, did not agree with this proposal, but thought the Plenary Committee should express an opinion in its report.

M. MARCHAND (Switzerland) said the Plenary Committee should distinguish between the undoubted facts contained in the report (the inequality of the length of divisions of the year and the of fixity in the calendar) and the conclusions drawn from them. The Swiss Government thought the disadvantages of the present calendar were not so serious as to make a radical change necessary. It would be in favour of a small change which would not greatly affect the habits of the people.

Mr. MARVIN (United States of America) said his Government had not adopted any attitude on the subject. He considered the present calendar had two main defects : (1) want of fixity, and (2) split weeks at the beginning and end of the months. All radical changes were disadvantageous to the age that introduced them, and they should be made with a view to future generations. A small change would be easier to introduce, but would be of little value unless it removed the two defects in question.

The CHAIRMAN proposed that, in view of the diversity of opinions expressed, the question should be sent to a large drafting committee which would draw up a text on which the Plenary Committee could express an opinion.

Sir John BALDWIN (Great Britain) did not agree. The drafting committee would be obliged to renew the discussion and no conclusion would be arrived at. He agreed that the calendar contained irregularities, but could not agree with the deductions drawn in the report and with the opinions expressed by some of the speakers. In all the statements made, especially that of the German delegate, the conclusions were based on inconveniences to business, industry and statistics. There were other things than these to be considered. He thought the Plenary Committee should take note of the deductions without expressing an opinion on their accuracy.

The CHAIRMAN pointed out that some delegates had already objected to this proposal. He thought it better, therefore, to refer the matter to a drafting committee.

Sir John BALDWIN (Great Britain) pointed out that a drafting committee could not begin to work until it had something to draft — that was to say, until a decision had been arrived at.

M. DJOURITCHITCH (Yugoslavia) thought the drafting committee should take note of the views expressed and put them on record.

M. SEELIGER (Germany) thought there was a misunderstanding as to the name of the committee in question. He thought the Chairman had proposed a smaller committee, because it was difficult to discuss details in a large meeting. The committee might be called a preparatory committee, and its task would be to co-ordinate the views expressed. It could thus reach a result which could not be obtained in the present meeting.

M. ROIGT (Correspondent of the Advisory and Technical Committee for Communications and Transit) thought the first thing was to decide either in the plenary meeting or in a committee whether economic and social defects existed in the present calendar and whether the conclusions of the report were correct. Until then it could not propose any reform.

M. DE DIETRICH VON SACHSENFELS (Hungary) had little sympathy with the proposal to institute a preparatory committee to perform what was really the work of the Plenary Committee. No preparatory committee was needed to decide whether the present calendar contained defects.

M. MARCHAND (Switzerland) asked whether the proposed preparatory committee would merely take note of facts or, recognising that defects existed in the calendar, would consider a

change to be necessary. He was in favour of the latter course. In any case, such a committee must be given clear terms of reference.

M. POLITIS (Greece) said all agreed that the calendar contained defects, but they would perhaps not agree on the consequences of those defects. Unfortunately, there was not a separate remedy for each defect, but only two solutions presented themselves — namely, a year of twelve months or a year of thirteen months. He therefore thought it unnecessary to refer the question to a committee and proposed that the discussion should be continued.

M. MÜLLER (Czechoslovakia) thought the Committee should not merely note facts on which there was no disagreement. It should also draw conclusions as to whether those facts really affected economic life and called for an immediate remedy.

The CHAIRMAN proposed to take a vote as to whether the Plenary Committee merely took note of the report or referred the question to a committee with a view to preparing a text.

M. DE QUEVEDO (Portugal) thought that the Committee should merely refer the question to a drafting committee and wait until such committee presented a text upon which the Plenary Committee could finally vote. He wondered whether this drafting committee had already been nominated and whether it had commenced its work. Instead of instructing the Committee at once, it would be preferable to leave to it the task of establishing a draft for discussion by the Plenary Committee with a view to drawing up the final text of conclusions or commentaries as to the disadvantages of the present calendar. This procedure would prevent the prolongation of a discussion which threatened to become platonic and fruitless.

M. SEELIGER (Germany) pointed out that the Plenary Committee was discussing the defects of the calendar and the vote should therefore only refer to that question. He thought it would be insufficient for the committee merely to take note of the report, as this would not lead to any result.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE thought that there were two different methods by which the question now under discussion might be dealt with. On the one hand, the Committee could examine in detail all the different defects of the present calendar and their consequences, as contained in the report of the Preparatory Committee, and express an opinion on the merits of each of those defects. The Committee might proceed with such a detailed discussion either at the present moment or at any other time. On the other hand, the Committee might, at the end of its discussion on Point I of the President's proposals (see Annex 1), declare that it considered the defects of the present calendar to be sufficient to call for a remedy. In making such declaration, it would seem that the Committee would agree to consider the discussion of Points 2 and 3 of these proposals — *i.e.*, the study of the possibility, and also the advisability, of a more or less extensive reform of the calendar. Some delegates had expressed the opinion that the defects of the present calendar were numerous and serious ; others had been less affirmative ; whereas still others had declared that they did not agree with all the conclusions drawn by the Preparatory Committee from the various facts. In those circumstances, the Assistant Secretary-General of the Conference suggested that the last procedure indicated might be the most expedient.

The CHAIRMAN proposed to take a vote as to whether the Committee would merely take note of the conclusions in the report. The alternative was that a committee should prepare a text for further discussion.

Six members voted in favour of merely taking note and fifteen members voted against this proposal.

M. POLITIS (Greece) pointed out that this result showed that, in the Plenary Committee's opinion, inconveniences existed. It should now be discussed whether they had unfortunate economic consequences.

M. DE DIETRICH VON SACHSENFELS (Hungary) proposed the following resolution :

“ The Committee is of opinion that the disadvantages of the present calendar from an economic and social point of view are sufficient for it to consider the possibility and advisability of remedying these disadvantages. ”

The CHAIRMAN adjourned the meeting for fifteen minutes so that this resolution might be distributed.

M. MÜLLER (Czechoslovakia), upon resumption, said he must abstain from voting on this resolution, as he had no instructions from his Government.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that the Preparatory Committee, in its suggestions regarding procedure, had thought it would be expedient for the Conference to sit in committee, as this would lead to a freer discussion. Later, a small committee might be set up in order to draft a text. The Conference should then try to reach a final agreement.

He thought the committee to be set up should not try to settle the question, but should help the Plenary Committee by putting in writing the views which had been expressed. It might be imprudent for the small committee to endeavour to establish a binding text.

M. DE DIETRICH VON SACHSENFELS (Hungary) agreed with the Secretary-General of the Conference, and said his intention was merely to facilitate the work of the Conference.

Sir John BALDWIN (Great Britain) raised doubts as to the utility of the Hungarian resolution, in view of the fact that it had the same basis as the invitation to attend the Conference. He therefore did not think such a resolution should be put. The delegates were assembled in order to have a frank discussion and their very presence was a sufficient reply to such a resolution.

M. BERTAUT (France) agreed.

M. SEELIGER (Germany) regretted that an agreement could not be reached on the proposal, which he considered formed a good summary of the discussion. Perhaps the British delegate would agree that the Chairman, in closing the discussion, should state that the Committee was of opinion, etc., and then quote the text of the resolution. In this case, the resolution would not take the form of a decision by the Committee.

Sir John BALDWIN (Great Britain) said he was present in order to be convinced that the existing irregularities in the calendar could be remedied. He was not sure that they were defects, and he did not wish to be manœuvred into stating that they were defects and had to be remedied.

The SECRETARY-GENERAL OF THE CONFERENCE suggested that the resolution should be taken to mean that the Committee, when examining the first point on the agenda, considered it worth while to continue the discussion on the further points.

M. DE DIETRICH VON SACHSENFELS (Hungary) said his intention had been to ascertain whether, in the Committee's view, the present calendar possessed defects or not. He thought the first step was to recognise that there were such disadvantages and subsequently to look for the remedy. If the Committee adopted M. Seeliger's proposal, then his own resolution fell to the ground.

It was agreed to adopt M. Seeliger's proposal with the interpretation of the Secretary-General of the Conference.

The CHAIRMAN therefore noted that the Committee was of opinion that the disadvantages of the present calendar from an economic and social point of view were sufficient for it to consider the possibility and advisability of remedying these disadvantages.

FOURTH MEETING.

Held on October 14th, 1931, at 10.30 a.m.

Chairman : M. A. DE VASCONCELLOS.

IV. GENERAL REFORM OF THE CALENDAR (*continuation*).

Establishment of a Perpetual Calendar or Simple Equalisation of the Quarters.

The CHAIRMAN asked the members of the Committee to give their opinion as to whether the Conference should choose the scheme for a perpetual calendar or only the system for equalising the quarters.

M. DJOURITCHITCH (Yugoslavia), Chairman of the Preparatory Committee, explained that his Committee had thought fit to submit separately the scheme for equalising the quarters without establishing a perpetual calendar, which necessitates the introduction of a blank day. In studying a general reform of the calendar, it was constantly felt that the more definite a scheme was as a

measure of time the more it disturbed acquired habits. The Conference should therefore state what degree of exactitude it wished to reach and how far it wished to change traditions.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE pointed out that two kinds of disadvantages in the present calendar had been referred to — namely, the lack of fixity and the inequality in the length of the months and quarters. If the former was left out of account it would be seen that the second could be decreased by transferring one day from August to February, so that ordinary years would have quarters of 91, 91, 91 and 92 days. This relative equalisation would be obtained without introducing a supplementary day. This was the meaning of the expression “ a simple equalisation of quarters ”.

Mr. MARVIN (United States of America), without wishing to bind the United States delegation on this subject, thought the problem could be simplified. In his opinion, the two main disadvantages of the present calendar were its lack of fixity and the fact that the weeks were split at the beginning or the end of the months. It would therefore appear at first sight that the first reform would be to make the months consist of a whole number of weeks. The splitting of the weeks involved great difficulties for statisticians, and in particular for meteorologists, when comparing figures for two different periods. The month was too large a unit, and it should be possible to subdivide it exactly into equal parts. The week had been adopted by many countries as a subdivision of the month, but since it was split at the end of the month considerable disadvantages arose both for affairs in general and for trade and statistics. It would be easy to remedy this defect by adopting a year consisting of thirteen months of four weeks each. This, however, involved the question of the perpetual calendar. If no special measure were taken, the fixity of the calendar would not be obtained and the reform would be incomplete. He asked whether, in those circumstances, it would not be better to make a clean sweep and adopt a year of thirteen months each consisting of a whole number of weeks, while making the year fixed.

M. KAISENBERG (Germany) said the German Committee of Investigation had examined the question as to whether, in order to improve the calendar, it was indispensable to introduce supplementary days. It could no doubt be improved by equalising the months and quarters, but this would not overcome the want of fixity in the calendar ; in two different years the same date of the month would not fall on the same day of the week ; the Preparatory Committee's report showed the disadvantages to which this would give rise.

Any reform of a calendar which had been in use for centuries would have to be complete. It was not sufficient to equalise each of the divisions of the year, but a further step should be taken and the calendar should become fixed ; this was at any rate the very definite conclusion at which the German Committee of Investigation had arrived.

M. DJOURITCHITCH (Yugoslavia), Chairman of the Preparatory Committee, pointed out that four solutions (including the present calendar) had been submitted to the Conference by the Preparatory Committee ; the proposal of Mr. Marvin to create a year of thirteen months without providing for the fixity of the calendar constituted a fifth solution. This last proposal had not been studied.

M. GERAETS (Netherlands) said that, in his speech on the previous day, he had pointed out that the irregularities of the Gregorian calendar did not make themselves greatly felt in the economic and social life of the Netherlands. In general, there was no objection in that country to a calendar which would merely equalise the quarters without introducing supplementary days. It had, however, been pointed out that even small changes might create difficulties for settlements to be made on fixed dates.

With regard to the perpetual calendar, the investigation made in the Netherlands had shown that the creation of a supplementary day would disturb social life, as it would render the Sabbath movable in respect of the week. This movability would raise difficulties for court sessions, education, military service, relations between employees and employers, commercial relations, etc. It might indeed be asked whether it would only affect a minority of the population. The investigation in the Netherlands led rather to the conclusion that the insertion of a blank day would affect, not only the Jews, but the whole of society. It was therefore no longer a question of opposing the interests of the majority to those of the minority, but of preventing disorder in the economic and social life of the country.

Although the present Conference had to give its opinion on the economic and social aspect, the Netherlands delegation nevertheless wished to point out that the religious principle of the continuity of the cycle of weeks on which the Jews and the Seventh Day Adventists insisted was also supported by certain Protestant bodies in the Netherlands.

Apart from the disturbances referred to and those of a religious nature, he wished to point out the objections raised by shipping circles against a radical reform of the calendar. The Conference would find these objections in the report by the Netherlands National Committee. Shipping was a very important branch of economic activity in the Netherlands, and the delegation of that country considered that its attitude should to a great extent be determined by shipping interests. He would leave it to Professor Moresco to deal with the question from the colonial point of view, and concluded that, while recognising the disadvantages of the present calendar, in particular from the point of view of statistics, it was felt that the institution of a perpetual

calendar might give rise to other disadvantages, probably greater than those to which society had been accustomed for centuries.

M. MORESCO (Netherlands) wished to add some remarks regarding the Netherlands Indies to the statements made by M. Geraets in the name of the Netherlands delegation. The Netherlands Indies had a population of about sixty million inhabitants in which nearly all the great religions of the world were represented. Out of these sixty millions, about fifty millions were Mohammedans. He would not go into details regarding the smaller religious groups, such as Jews, Adventists, etc., whose objections to a perpetual calendar were the same as their co-religionists in other countries. As to the Mohammedans of the Netherlands Indies, in their relations with the outer world, they used the Gregorian calendar to an increasing extent and retained the Mohammedan or Javanese calendars for family customs and for fixing religious feasts and solemnities. This duality did not create any great inconvenience, as the Gregorian, Mussulman and Javanese calendars all had a seven-day week. If blank days were inserted in order to establish a perpetual calendar, this fortunate agreement would be destroyed; M. Moresco was therefore obliged to state that any calendar containing one or more blank days would be unacceptable for the Netherlands Indies.

Mr. RIDDELL (Canada) agreed with Mr. Marvin's statements as to the value of adopting a perpetual calendar. If the Conference decided to reform the calendar it was preferable that the reform should be complete. The Canadian Government had not given an irrevocable opinion on the subject but had, however, instructed its delegate to recommend a perpetual calendar consisting of thirteen months of twenty-eight days and one blank day.

Mr. COTSWORTH (Canada) recalled that the Chairman of the Preparatory Committee had spoken of the possibility of adopting a year of thirteen months without a blank day. Various railway companies, factories and commercial firms in the United States and Canada had established their statistics and book-keeping on a weekly basis, with satisfactory results. In other countries it had been preferred to adopt the month as a unit. It was not so much a question of reforming the Gregorian calendar as of unifying the seventeen calendars in use in the countries of Western civilisation, and this unification was of value, not only to statisticians and economists, but to the world in general. The real solution would be to adopt a year consisting of thirteen months of twenty-eight days plus one blank day; it could be calculated, however, that 70 per cent of the advantages resulting from such a decision would be obtained by instituting a year consisting of thirteen months of four weeks without a blank day. In conclusion, he pointed out that for the small units of time — *i.e.*, the second, minute, hour, day — absolutely fixed figures were adopted; it was somewhat strange that the length of such an important unit as the month could vary from twenty-eight to thirty-one days.

Mr. Cressy MORRISON (International Chamber of Commerce) referred, in the first place, to the importance of the International Chamber of Commerce, which included no less than 880 national or local Chambers of Commerce and 2,600 business organisations and individuals in almost every part of the world. For instance, among its members was the United States Chamber of Commerce which, in itself, was composed of 1,500 local chambers, industrial organisations and business institutions located in every part of that country. The International Chamber therefore represented the interests of production, exchange and transportation, and could be said to express the great business opinion of the world. It was the International Chamber of Commerce that first brought the subject of calendar reform to the League of Nations, and it was gratified by the great interest aroused and progress made under its splendid auspices.

Since 1921, the International Chamber of Commerce had taken a constant interest in the reform of the calendar; in studying this question, it had displayed a remarkable spirit of continuity, as shown by four resolutions voted by the International Chamber in 1921, 1923, 1925 and 1929 (see Annex 4).

Nothing could be clearer: The Chamber of Commerce desired a perpetual and fixed calendar.

As delegate of the International Chamber of Commerce, Mr. Cressy Morrison was obliged to keep within the limits of these resolutions. He ventured, however, to make some strictly personal remarks. At a previous meeting, it had been stated that the present calendar presented imperfections, but in that respect was similar to man, who, as an imperfect creature, should not have the ambition of creating perfect tools. Mr. Cressy Morrison did not think this was a real objection; these words were perhaps merely rhetorical and in any case the irrational opposition encountered in some quarters by any fresh proposal was the real stumbling-block of progress. This was not merely an economic question; there was no one, from the miner in the pit to the intellectual at his desk, for whom the creation of a new and more perfect instrument would not be a benefit. If it was possible to create a perfect calendar, why should this idea be abandoned?

In the United States of America one hundred and forty different companies had adopted a calendar of thirteen months for their internal use, while continuing to use the Gregorian calendar for their relations with the outside world. This system was stated to have proved satisfactory, both for statisticians and for employees. In Mr. Cressy Morrison's view, if a reform was instituted, nothing should be left undone to secure a complete reform. If half-way measures were adopted now, a further change must inevitably be made later. As the thirteen equal months perpetual calendar offers a complete solution of the problem, the adoption of this would remove all calendar

difficulties and furnish civilisation with a perfect instrument for the comparative measurement of time.

Colonel SOLBERT (National Committee on Calendar Simplification of the United States of America) pointed out that his Committee was composed of numerous and influential members. Its enquiries over a period of three years had extended to 1,000 commercial and industrial undertakings. The results were contained in the report which would be handed to the Secretariat (see Annex 5, for the part referring to the perpetual calendar). He would, however, draw the Committee's attention to the following points :

The National Committee on Calendar Simplification considered the fixity of the days of the week to perpetual dates to be the primary essential of any reform of the calendar. Without this fixity, any plan of calendar reform that might be adopted would have the same serious disadvantages as this defect causes in the present calendar.

On the other hand, a calendar simply involving the equalisation of the quarters without being made perpetual would offer such slight advantages over the present calendar that it would not be worth the trouble of making the change.

The National Committee on Calendar Simplification believed a world Conference on calendar reform would be subject to criticism if it offered nothing better than this to correct the defects of the present calendar.

M. FONTOURA DA COSTA (Portugal) saw no necessity for equalising the quarters of the year unless a perpetual calendar were adopted. The difficulties of a calendar in which the quarters would be merely equalised would offer approximately the same disadvantages as the present calendar. If, therefore, the calendar were reformed, it should be made perpetual.

M. DE CASTRO BONEL (Spain) also thought that no reform of the calendar should be made unless it were complete. The Spanish delegation was in favour of inserting a blank day in order to make the calendar perpetual. It considered that, unless such a blank day were introduced, most of the disadvantages of the present calendar would remain.

M. MARCHAND (Switzerland) said that, in Switzerland, the introduction of a perpetual calendar with a supplementary day would not give rise to difficulty. This would at any rate appear to be shown by the investigation which had taken place in Switzerland. Some minorities had raised certain objections, but he thought they had exaggerated the unfavourable effects of the reform in question. The Preparatory Committee had already mentioned in its report that, in the opinion of those in favour of establishing a perpetual calendar, " the fears expressed by certain minorities were perhaps exaggerated ; that, for example, in the case of the Jews, the obligation of school attendance on Saturdays which at present exists in a certain number of countries has not given rise to any protest on the part of the Jews in these countries and that, as regards the exercise of professions, if the Sabbath did not necessarily coincide with Saturday, the situation would not be materially different for Jews from that which existed a few years ago when business activities were pursued on Saturdays in the same way as on other days ". If the reform were adopted, these minorities would not fail to perceive that it was less harmful than they had imagined. On the other hand, scientific circles had expressed themselves in favour of the perpetual calendar. In this connection, he mentioned the recommendation passed by the Calendar Reform Committee of the International Astronomical Union in 1922 and pointed out that, thirty years ago, the Geneva professor of mathematics, M. Grosclaude, had drawn up a scheme for a perpetual calendar which had been favourably received by the Chambers of Commerce in 1910.

The Swiss delegate further explained that, in his country, one of the State departments — namely, that for Posts, Telegraphs and Telephones — attached special importance to a reform which would not only stabilise Easter but would also make Christmas always fall on a fixed day in the week in view of the density of the traffic at that time. On the other hand, it would be more exact to speak of a supplementary day rather than of a " blank " day, as there could be no day without a date. Births, official documents, correspondence, etc., or made out on that day should be able to be dated. The various countries would have to decide whether the supplementary day was to be a holiday or a working day and should choose a suitable name for the day. If, however, the perpetual calendar could not be adopted in the near future it would be advisable to equalise the quarters as soon as possible, not merely by the transfer of a day from August to February, but by adopting the formula 31, 30, 30 for the months composing each quarter.

M. LACHOUT (Czechoslovakia) said the Czechoslovak National Committee considered that the present calendar had great disadvantages ; the months, quarters and half-years were of unequal length, the years were not fixed and the weeks were split at the beginning or ends of the months. This resulted in certain disturbances in ordinary activity and especially in business. In particular, it was impossible to fix definitely the date of certain periodical events. This state of affairs created certain difficulties in drawing up accounts, statistics, etc., and it was impossible to compare results obtained during the various months or quarters of the year, since these periods were of unequal length. Moreover, the months had not all the same number of working days.

He considered that the equalisation of the months and quarters would be an advantage for everybody but, in particular, for the populations of Eastern Europe, where the disadvantages of the present division of the year were particularly felt. The Czechoslovak National Committee

therefore recommended the adoption of a perpetual calendar. As regards the intercalary and supplementary days, it proposed, after obtaining the opinion of the organisations of employers and employees, to place them between the months of June and July and at the end of the year. The Czechoslovak National Committee further recommended that the week, the month and the year should begin with a Monday; in this manner the reform, which would make the seventh day of the week a day of rest, would not affect the religious feelings of the members of almost all confessions and the local and national habits of most States.

Mr. MARVIN (United States of America) stated that the American Government wished to obtain all the information possible on the advantages and disadvantages of the proposed reform. The Swiss delegate had mentioned certain exaggerated fears aroused by the announcement of the reform. He asked that the following part of a statement on the introduction of a supplementary day and an intercalary day should be recorded in the Minutes of the present meeting :

“ If it can be shown that the cycle of the week has been broken even once, then it is inconsistent to raise any religious protest against breaking it again.

“ In what follows, any reader will see that the weekly cycle has been broken, not only once, but many times. These breaks have not occurred in connection with a world change in the calendar, because only one change has been made since the week became a part of national calendars. The breaks do occur, however, simply for man's convenience in the use of any calendar under natural conditions of life, as will be more fully explained presently.

“ *Case No. 1 : Early Christians.* — In the first place, it is well known that Jesus Christ's disciples and followers were all Jews, and many Jews became Christians; also that the early Christians soon left off observing the seventh day as a holy day, and shifted to the observance of the first day of the week as Sunday instead. Each such change from worship on Saturday to worship on Sunday involved an eight-day week once for each individual who made such a change.

“ These are *bona fide* cases in which, for purely religious reasons, devout Bible believers fully justified themselves in breaking the cycle of the week.

“ *Case No 2 : Purchase of Alaska.* — Coming down through the ages, history again supplies a still more striking case in which a whole population again broke the cycle of the week purely as a calendar adjustment, purely as a matter of man-made convenience for harmoniously reckoning time. Many now living can remember when Alaska was purchased by the United States of America from Russia in 1867. At that time, its whole population used the Russian — that is, the old Julian — calendar. Dates by this calendar were then twelve days later than the corresponding dates in the Gregorian calendar used by the United States. Accordingly, after the acquisition by the United States, these twelve days had to be dropped out; just as Pope Gregory dropped out ten days in 1582; just as England and the American colonies dropped out eleven days in 1752. So the whole population of Alaska in 1867 had to drop out twelve dates from its local calendar, and did so, but without breaking the cycle of the week.

“ Strangely enough, however, even this did not bring the Alaskan Calendar into harmony as regards exact dates and weekday-names with the calendar used by the citizens of British North America, California and all the rest of the United States. Before the change, Alaskan days and dates were those of the Eastern Hemisphere — but, after the change, Alaskan week-days and dates had to harmonise with those of the Western Hemisphere.

“ Figuratively speaking, Alaska had crossed the 180th meridian, the International Date Line. A week-day name and one extra date had to be added. In effect their new calendar had to start out with one eight-day week and *the cycle of the week was then broken* and has remained broken ever since.

“ It is futile to try to explain away the insertion of that eighth day in the week as an incident like crossing the International Date Line, on the ground of travelling around the world and setting back our watches three hours when we travel from New York to San Francisco, etc. These diversions of thought on the part of certain Sabbatarian writers are mere smoke-screens to hide the troublesome truth, or to mislead the uninformed.

“ In the process of this change of the calendar in Alaska, none of the population made any changes in its clocks, no one travelled or circumnavigated the globe, least of all Alaska itself, nevertheless the whole population put one eight-day week in its new calendar.

“ This is *bona-fide* Case No. 2, in which *the cycle of the week has been broken* to harmonise the calendar-reckoning with man's idea of what the calendar should be. Can anyone say that to consent to this kind of a calendar-adjustment in the last week of each year is a wilful violation of God's fourth Commandment ?

“ Even to many well-informed people, especially those not accustomed to frequently traversing the Pacific Ocean, the adding and dropping of days and dates on crossing the 180th Meridian is a mystifying and curious question. Let me try to clarify the matter.

“ First of all, it is one more relatively modern, man-devised artifice or arbitrary convention to preserve harmony of calendars in different parts of the world.

“ The International Date Line is an imaginary line running from the North Pole to the South Pole, down the Pacific Ocean. Throughout most of its course it follows exactly the 180th meridian of longitude. It is a purely imaginary, arbitrary man-devised convention for separating the calendar of the Eastern Hemisphere from that of the Western Hemisphere. For reasons which we shall try to make clear presently, and whether man likes it that way or not, Nature makes these calendars perpetually differ from each other by just one day.

“ Where the 180th meridian passes over any land area, or over or between the Aleutian and South-Pacific islands, the Date Line is diverted to a course that runs over water areas, so as not to divide areas or islands belonging to the same nation. This diverted course, however, never differs very much from the 180th meridian.

“ When the sun rises on the International Date Line a new day of light dawns, but it is not the same calendar day and date on opposite sides of the line. Here is where the Eastern Hemisphere joins the Western Hemisphere. Here is where yesterday ends and to-morrow begins. At the one single fleeting instant of midnight only, it is to-day on both sides of the line. For one single fleeting instant, paradoxical as it may seem, A.M. and P.M. of to-day co-exist simultaneously side by side. At the next instant, to-morrow is born, where P.M. of to-day was, and throughout the extent of this date line *two consecutive calendar days and dates co-exist perpetually side by side.*

“ *If it is Sunday in the Eastern Hemisphere, then it is Saturday in the Western Hemisphere* except as explained, at the single fleeting instant of midnight on the line. Two calendar days and dates co-exist here perpetually. Citizens of the islands lying closely contiguous to the date line often cross it, and in doing so must add or drop a day and a date from their calendar. No journey around the world, or any extended part of such a journey, is requisite to become involved in this calendar perplexity.

“ It is easy to speculate upon the enormous increase the future is certain to bring in the intermingling of citizens of the Eastern and Western Hemispheres, with the extension of populations westwards and the advent of flying from island to island, and from continent to continent. No one can take his old Sabbath with him, whether his religious traditions justify him or not. Nature simply compels him to break the cycle of his week, or become a nonconformist with his co-worshippers.

“ Among the people of the future, the occurrence of both eight-day as well as six-day weeks will thereby become a commonplace event. How can a small number of ultra-orthodox religious leaders hope to explain away their inconsistency in accepting the calendar adjustment at the date line, and opposing the year-day and leap-day ? Consistency compels them to accept both or reject both.

“ The condition that the International Date Line separates the calendar of the Eastern Hemisphere from that of the Western Hemisphere, and that these two calendars perpetually differ by one day, are facts and conditions of Nature.

“ Every traveller crossing this date line (literally, he need only step across it) from the Orient must live through two consecutive calendar dates, dates which bear the same week-day name. To such a person, the Decalogue Sabbaths are separated by an interval of eight days. He has broken the cycle of the week. The cycle is always broken by every one, whether he crosses from the Orient or the Occident.

“ This practice is simply a modern man-arranged expedient which Nature imposes in order to preserve harmony and order in our calendar, as long as we live on a world revolving on its axis and illuminated by a sun. Without this arbitrary adjustment, hopeless confusion would soon prevail in this present age of extensive intermingling of eastern and western citizens who chance to cross the date line. Each such traveller would otherwise carry to his destination his own calendar week-day names and dates, in conflict with the reckoning of the community in which he settled.

“ Moreover, the whole adjustment has been unobtrusively introduced and is now universally accepted and practised as a matter of course by all. Not a voice is ever heard from the most super-conscientious Bible believer. Not a voice is raised to say that these six-or eight-day weeks, coming daily into hundreds of lives, constitute a violation of God's fourth Commandment.

“ Here again history, reason and common sense bring us face to face with hundreds of cases of broken cycles. No arguments or explanations can change the facts. Eastern and western calendars along the International Date Line perpetually differ by one day. No one can cross the line from one zone to the other, either way, without a real break in the weekly cycle. No voice is raised to stop or prevent this calendar adjustment, on the ground that it involves a violation of the fourth Commandment, or any other law of God.

“ Is it not, therefore, grossly inconsistent for the Jewish and Sabbatarian leaders to accept the man-made calendar adjustment on the date line, and so vigorously oppose the same kind of calendar adjustment by the use of year-day and leap-day ?

“ Let us show how analagous the two adjustments are :

“ At the instant of midnight, between every December 31st and January 1st, the earth starts out upon its mighty annual journey around the sun. Whether man likes it or not, it

returns to the same point in its orbit after fifty-two seven-day weeks, plus one day and a fraction. In order to simplify our present inconvenient calendar, the proposal is made that the fifty-second week of each annual journey around the sun consist of the customary seven days plus one day bearing a non-weekday name.

“ It is impossible to take up annually the fraction of a day, so this fraction is allowed to accumulate to a whole day. It is then taken up once in four years as leap-day. This proposal has already been fully explained.

“ The question now is, why do certain religious leaders make such a vigorous protest against the proposed year-end eight-day week (extending the seven-day week by one day in order to make every year begin on the same day of the week) whereas no protest whatever is made against the occurrence of numerous eight-day and six-day weeks required to cross the date line — which is the line where all days and dates end and begin — just as New Year's Day marks the point in the earth's annual journey where the years end and begin ?

“ As a question of simple reason and common sense, what is the difference, in so far as a violation of Divine law is involved, between the eight-day week when crossing the date line where the days and dates end and begin and the eight-day week needed to round out the calendar year when the earth passes the point in its orbit where the calendar years end and begin ? Is it real religion ? Is it consistent to accept the one and oppose the other ?

“ One is strongly tempted to believe that if the practice of using year-day and leap-day could have been so unobtrusively introduced, as was the practice of adding and dropping days at the International Date Line, both would have been equally accepted and practised as a matter of course, and without protest. ”

The CHAIRMAN stated that this quotation would be inserted in the Minutes in accordance with Mr. Marvin's request.

FIFTH MEETING.

Held on October 14th, 1931, at 5 p.m.

Chairman : M. A. DE VASCONCELLOS.

V. APPOINTMENT OF A CO-ORDINATION COMMITTEE.

The CHAIRMAN suggested that the work was now sufficiently advanced for the Committee to appoint a Co-ordination Committee. He proposed the following : Sir John BALDWIN (Great Britain), M. DE CASTRO BONEL (Spain), M. BERTAUT (France), M. DJOURITCHITCH (Yugoslavia) (Chairman of the Preparatory Committee), M. MARCHAND (Switzerland), Mr. MARVIN (United States of America), M. POLITIS (Greece), M. SEELIGER (Germany), M. SCHLINGEMANN (Netherlands), M. MÜLLER (Czechoslovakia), M. SINIGALIA (Italy), and M. KAYEL (Uruguay).

This was agreed to.

VI. GENERAL REFORM OF THE CALENDAR (*continuation*).

Establishment of a Perpetual Calendar or Simple Equalisation of Quarters (continuation).

M. DE CASTRO BONEL (Spain) observed that the Committee's task was not only to study the advantages and disadvantages of calendar reform. He felt bound to state why he was not in agreement with the Jews and Seventh Day Adventists in their absolute opposition to the blank day as disturbing the sequence of Sabbaths. As a matter of fact, that sequence was being disturbed daily by international agreement without any protest on the part of Jews, Adventists or others. He referred in particular to the measures adopted when vessels crossed the 180th meridian — normally, those going west lost, and those going east gained, a day and the matter had to be adjusted. Did not that disturb the sequence of Sabbaths ? But there had never been any protest. If, of

three Jews, one remained in Geneva, a second travelled round the world westwards and a third travelled round the world eastwards (without making the necessary adjustment at the 180th meridian), on their eventual reunion in Geneva one would say the day was Sunday, another Saturday, and the third Monday.

M. POLITIS (Greece) argued that, if the Committee were agreed that the present calendar had disadvantages which ought to be eliminated, it would be illogical to adopt a new calendar which still retained some of those disadvantages, without an overwhelming compensation in the form of advantages. To do so would be to expose the League to ridicule and place another weapon in the hands of its adversaries. If action were to be taken let it be thorough, and let the League adopt a perpetual calendar corresponding to the needs of the present epoch. Fears regarding the interruption of the sequence of Sabbaths were a chimera. The United States delegate had clearly proved that the sequence of Sabbaths had already been disturbed on more than one occasion without entailing any great suffering to the various religious communities. What the Holy Writ said was that men should labour for six days but rest on the seventh and devote themselves to prayer. It did not fix the Sabbath in relation to equinoctial time. When once the difficulty of the Sabbath had been disposed of, the way was clear for a logical and definite solution — namely, the adoption of a perpetual calendar.

M. SCHLINGEMANN (Netherlands) said that his colleagues had already pointed out the great inconvenience which, in the opinion of the vast majority of his countrymen, would be caused both in the motherland and in the colonies by the adoption of a blank day, the advantages of the new calendar not seeming sufficient to counter-balance the disadvantages of the present one. These were the views of industrialists and men of business, but it had been emphasised that there was another point of view — that of labour. A perpetual calendar would add to the monotony of existence which already weighed so heavily upon workers; it would put an end to those slight variations which at present helped to tone down that monotony. True, this consideration could not be estimated in francs or dollars, but it ought not to be disregarded entirely.

M. SINIGALIA (Italy) declared that the Italian delegation had heard with great interest the various views put forward and fully appreciated the useful work which had been done. It felt, however, that the question was not yet sufficiently mature to allow of an immediate solution. The Italian Government was aware of the disadvantages of the present calendar but, as they had existed for a long time without causing any serious disturbances, it saw no urgency for radical change until world opinion really demanded such change. The idea was not, at the moment, sufficiently developed to admit of its immediate realisation. This was all the more true, since, when the change came, it ought to be complete and not partial. The new calendar must be uniform and adopted by all countries, or else the situation would be worse than it was at present. If a new calendar were adopted, century-old and deeply-rooted traditions would have to be abandoned; the conservative spirit and the indifference which always hinders important reforms would have to be overcome. M. Restrepo had reminded the Conference that even a reform of such universal interest as the adoption of the decimal system had not yet met with a sympathetic reception by all civilised countries, in spite of a prolonged experiment which had been conclusive. Would it therefore be possible suddenly to convert public opinion throughout the world in favour of a reform of the calendar? The different opinions put forward in the Committee showed that such immediate conversion was impossible. The discussion, however, was very useful, because it would enlighten opinion and pave the way for a final settlement.

The Italian Government, for the reasons which M. Sinigalia had just explained, was not disposed to agree to any scheme involving a blank day, thirteen months or a leap year with fifty-three weeks. It was just possible, however, that it might consent to a simple adjustment which would give three quarters of ninety-one days and one quarter of ninety-two days, on condition that this system were universally adopted.

M. DE DIETRICH VON SACHSENFELS (Hungary) said that Hungary would accept any solution which removed at least two disadvantages, but could not accept a solution which would remove only one.

The Committee decided that a representative of the Seventh Day Adventists might reply to several comments made by delegates.

M. NUSSBAUM (Seventh Day Adventists), in reply to Mr. Marvin's observation that there had already been one blank day in the course of the Christian era when Sunday came to be observed instead of Saturday, thereby implying that there had already been a week of eight days, remarked that the Abbe Fleury, in his very complete "Histoire ecclesiastique", had demonstrated how the change had occurred. It had not been imposed by law. The change came about insensibly during the course of centuries. For some time there were people who observed both days. In any case the change had been entirely voluntary.

Sir John Baldwin had rightly observed that there were other things besides industry and business. One of these was conscience. If the calendar were altered there would be a large minority of mankind — not only Jews and Adventists, but other denominations like the Disciples of Christ, who numbered three and a half millions, in the United States, whose conscience would not allow

them to accept the change imposed from without. Both he and his parents had already suffered for their religious convictions ; for instance in the matter of attending school on Saturdays. It was not correct to state that the Bible merely said that mankind should rest for one day in seven — the Bible said that man should observe the Sabbath day fixed by the Eternal Himself. Months were based on the moon and the year was based on the sun, but the week was created by God. To impose a blank day on those who objected conscientiously would be like obliging Moslems to eat pork. If the minority could be convinced that they were in the wrong that was another matter, but until the minority were so convinced it would be sheer persecution to force calendar reform upon them, and that on a universal scale so that the minority would no longer be able to take asylum in any country. Surely persecution and the molestation of conscience were incompatible with the ideals of the late President Wilson and of the League itself.

The CHAIRMAN observed that the discussion on Point 2 of his proposals (see Annex 1) was closed. He did not propose to summarise the discussion at the present juncture, but would only do so after Point 3 had also been discussed, because Points 2 and 3 were so intimately connected.

Advantages and Disadvantages of Perpetual Twelve-month and Thirteen-month Calendars.

Mr. MARVIN (United States of America) wished to make his position quite clear. The United States of America did not advocate any individual calendar. He had expressed his personal views that morning — views which did not commit his Government — to the effect that a thirteen-month system would eliminate more defects than any twelve-month system. The present calendar had defects, and if the League could not succeed in removing those defects completely it would be better to avoid compromise. The delegates were assembled to consider the expediency of change, and if they could not agree it would be better to make no change. The Government of the United States of America desired to ascertain all the facts which might help it in forming its opinion. It will give willing and sympathetic study to all the proposals and statements that have been made here and will welcome the final report of the Conference.

M. MARCHAND (Switzerland) said that Swiss public opinion was not at all favourable to the thirteen-month scheme. In general, however, it was in favour of the twelve-month reform — namely, four quarters, on the 31, 30, 30 lines, December 31st being a blank day and the first day of the year a Sunday. That scheme would effectively balance the quarters. The twelve-month scheme was more likely to be approved by "the man in the street", who, after all, formed the vast majority of the public. Since, then, there was a solution which allowed the maintenance of a twelve-month year as well as the comparability of statistics, why adopt another solution ? Comparability between the different months of the same year could never be attained, owing not only to seasonal but to regional differences as well as economic circumstances, which themselves often vary in the course of the year. It was far more necessary to secure comparability between the months in two different years. The main disadvantages of the thirteen-month scheme were (a) that it would disturb the possibility of comparisons with the past ; (b) it would disturb historians, meteorologists and others who already possessed masses of data and figures applicable to a twelve-month calendar only ; (c) above all, a thirteen-month scheme would practically eliminate the half-year and the quarters. The most important measure of time was the year itself, and people were in the habit, necessarily, of dividing the year into half-years or quarters, which were essential. Any scheme which eliminated half-years or quarters would entail many disadvantages from the economic and social point of view. He need only quote the case of insurance contracts, which provided for the payment of half-yearly or quarterly premiums. Some of these contracts had been concluded for ten or twenty years, or even for an entire lifetime. There was also, amongst other things, the case of long leases. The half-year in a thirteen-month year would fall in the middle of a month. Those were a few of the reasons for which Swiss public opinion was, in general, in favour of the retention of a twelve-month year.

Mr. COYNE (Irish Free State) explained that the attitude of the Irish Government with regard to calendar reform in general was similar to its attitude with regard to Easter. There was no appreciable demand for calendar reform among the public in Ireland. He personally would not be surprised if public opinion in Ireland proved, as in the Netherlands, to be on the whole opposed to any radical change. So far, however, as public opinion had expressed itself, it favoured the retention of a twelve-month year rather than the creation of a year of thirteen months. Doubtless the final attitude of the Irish Government would be influenced by the general consensus of opinion expressed. Unless, however, the Churches concurred, the Irish Government would not be prepared to participate in any action taken by the Conference.

M. GERAETS (Netherlands) said that, although the vast majority of opinion in the Netherlands was opposed to any system involving blank days, if a decision had to be taken the Netherlands would doubtless prefer a twelve-month calendar which would maintain the relations between the quarters and months. The Netherlands Government was absolutely opposed to any thirteen-month scheme, as it had stated in its report.

Sir John BALDWIN (Great Britain) said that as delegates were asked to express an opinion on the relative merits of the twelve-or thirteen-month system, he must state that the views of the Government of the United Kingdom of Great Britain and Northern Ireland were entirely open. His Government was not even prepared to say whether existing irregularities were a sufficient reason for reform or not. They were not prepared to advocate either a twelve-or thirteen-month system. Their point of view was entirely non-committal. He agreed, however, with M. Sinigalia that the discussions of the present Conference were of extreme value as demonstrating the present state of opinion throughout the world. If, in the course of time, the question of reform had to be seriously considered, the opinions expressed both by the majority and minority would be taken into account. He was sure that, when the time came, the relative claims of statistics on the one hand and religious scruples on the other would be most carefully weighed.

SIXTH MEETING.

Held on October 15th, 1931, at 10.30 a.m.

Chairman : M. A. DE VASCONCELLOS.

VII. GENERAL DISCUSSION (*continuation*).

Nature of Declarations made by Delegates.

M. BERTAUT (France), speaking to a point of order, said that the Conference consisted of Government delegates and representatives of certain bodies invited so that they could express their opinions. Some representatives had definitely spoken on behalf of their Governments, while others had voiced the opinions of their national committees of enquiry, and it was on this point that agreement was necessary. Committees of enquiry did not always take the same view as Governments. It was, therefore, desirable that, in future, speakers should state distinctly whether they spoke for a national committee, an independent association or their Government.

The CHAIRMAN pointed out that the official delegations included, in addition to Government representatives, experts representing national committees; when he called on speakers he could not draw any distinction between the two categories. As regards representatives of associations, the question did not arise, since, when calling upon them to speak, he had always mentioned on behalf of which association they would speak.

M. MARCHAND (Switzerland) said that though the Swiss Committee for the Simplification of the Calendar had been formed under the auspices of the Federal Government it was not an official body; the Government had merely approved of its constitution and terms of reference. Its questionnaire had certainly been submitted for Government approval as well as the Committee's report, which had been forwarded to Geneva by the Government. Further, the Swiss delegation came to the Conference with the authority of the Federal Government to submit the results of the Committee's enquiry. The Swiss Government did not, however, feel itself definitely bound by such authorisation.

M. SCHLINGEMANN (Netherlands) also declared that the views contained in the report of the Netherlands National Committee merely expressed the opinion of the majority in the country without committing the Netherlands Government.

M. MÜLLER (Czechoslovakia) said that, so far, no misunderstanding had arisen as to the powers of the members of the Czechoslovak delegation. M. Lachout had spoken for the Czechoslovak National Committee, while he, the speaker, spoke for his Government.

Moreover, it must be recognised that the work of the Special Committee, the Preparatory Committee and of the National Committees, as well as the views exchanged during the Conference, would greatly facilitate the decision of Governments which had not yet expressed their views, or would contribute to the reconsideration of the question which might perhaps lead to a modification in the point of view of those Governments who had already formed an opinion. In this way, divergences of opinion might be overcome and a favourable solution found to this problem which presents such difficulties even at more propitious times than the present.

In Czechoslovakia, the National Committee which was formed at the beginning of 1931 was independent of the Government and was of an unofficial character. It had organised an enquiry in economic circles (commerce, industry, agriculture, banks, transport, etc.) and had heard the evidence of employers and employees. The result of that enquiry, which had been transmitted to the Government, was that the majority were in favour of a radical reform — *i.e.*, the adoption of a thirteen-month calendar.

It was interesting to note, as regards the opposition on principle in the Conference to such a reform, that Jewish business men — who had a strong influence in economic affairs in Czechoslovakia — had participated in the work of the National Committee and that no objections to the reform proposed by the Committee had so far been raised by Jewish religious organisations in that country.

The Czechoslovak Government being entirely occupied with other affairs of a more urgent nature, due to the present economic crisis, was not in a position to examine the question of calendar reform and M. Müller was therefore unable to communicate the views of his Government as to the expediency of adopting any reform whatsoever, and in consequence could not pronounce in favour of either of the proposed reforms. Moreover, as the Conference had heard the day before, several other Governments had not yet reached a decision on the matter.

As, according to the opinion of the Preparatory Committee, the Conference should “ examine on which points *Governments* could reach an agreement ”, it seemed — in the absence of a decision on the part of certain Governments, as well as the divergence of opinion which had come to light during the discussions, and other considerations which required to be taken into account — that the opinion expressed by the Italian delegation that the question was not sufficiently ripe for the decision of the present Conference was not without reason.

The Czechoslovak Government was prepared to collaborate heartily and effectively to this end, but it should be remembered that Czechoslovakia was a small, landlocked country. Therefore, whatever calendar reform might be adopted in the future, the Czechoslovak Government could only adhere to a reform which was adopted, if not universally, at least by its neighbours.

M. SEELIGER (Germany) supported the point of order moved by the French delegate. The German Government had based its policy on the report of the German National Committee and any speeches made by German delegates during the Conference would tally with the instructions received from their Government. Every delegate should state distinctly whether he spoke on behalf of his Government.

Sir John BALDWIN (Great Britain) said he had always spoken and would continue to speak on behalf of His Majesty's Government in Great Britain and Northern Ireland. The British National Committee was entirely independent of the Government and had no official character.

M. POLITIS (Greece) explained that the Greek National Committee formed in consequence of the Assembly recommendation dated September 25th, 1926, consisted of representatives of various authoritative bodies. Its decisions had been communicated to the Government of the Greek Republic, which had instructed him to bring them before the Fourth Conference. The Government had received these decisions without studying them in detail and reserved the right, when the Conference adopted a conclusion, to form its own opinion.

M. SINIGALIA (Italy) explained that all the declarations made by the Italian delegation should be regarded as made on behalf of the Italian Government.

The CHAIRMAN believed that, after the explanations given, there could be no further misunderstanding. He asked delegates who had made no formal declaration and who might subsequently speak to state whether they spoke on behalf of their Government, so that this might be mentioned in the Minutes.

VIII. GENERAL REFORM OF THE CALENDAR (*continuation*).

Advantages and Disadvantages of a Perpetual Twelve-month and Thirteen-month Calendars (continuation).

Mr. RIDDELL (Canada) said that he spoke for the Canadian Government, though the instructions received by the Canadian delegation in no way committed his Government. The latter considered, however, that, on the whole, the thirteen-month calendar was more advantageous than the twelve-month calendar, in view of the greater ease with which days and dates could be calculated. The advantages might be summed up in three words — uniformity, comparability, fixity.

Mr. COTSWORTH (Canada), speaking as the Canadian delegation's expert, said that he also was authorised by his Government to support the use of “ intercalary ” or “ blank ” days in order to make the calendar perpetual and the adoption of the thirteen-month as preferable to the twelve-month year. His instructions, however, were that the Canadian delegation should not definitely commit the Government. A year of equal months consisting of twenty-eight days,

each month starting on Sunday, had the advantage of avoiding fractions of weeks at the beginning and end of each month. That explained why the system of periods of four full weeks was being adopted more and more widely in various Canadian enterprises.

Statistics, moreover, proved that, when Christmas fell on a Monday, railway traffic was extremely brisk. It might, therefore, be well for the Conference to recommend to all countries that, as far as possible, their various national holidays should be held on a Monday.

The adoption of a perpetual calendar was not recommended solely to enable more exact statistics to be compiled, though this argument alone would suffice in view of the paramount importance of statistics at the present day. Trade Unions in Great Britain and Canada had already voted at their congresses in favour of a fixed week; the British Federations of Miners and Railwaymen levied their contributions on the basis of a four-week period and the Health Section of the League of Nations also used such periods for compiling its statistics.

The perpetual calendar would be equally valuable in framing statistics for the trade and the economic and financial situation of individual countries. With the existing calendar, no exact comparison of exports or imports was possible. If the reform were generally adopted, the whole human race would benefit by the introduction of a fixed calendar divided into months of four full weeks.

M. CASTIAU (Belgium), replying to the speech made by the representative of the Seventh Day Adventists to the effect that millions of people would object to a perpetual calendar containing one or more blank days, said that the argument only strengthened M. Castiau's belief in the importance of that calendar. It was not desirable that all the inhabitants of the earth should rest on the same day. There were certain public services nowadays whose operations should not be interrupted (railways, post office, telegraph and telephone, lighting, scavenging and sewage services, hospitals, hotels, restaurants, etc.). The desire of one section of the population to rest on a day different from that officially devoted to weekly repose would simplify matters, as it would enable the departments mentioned to form shifts which would take their leave on different days and thus enable the work to be carried on continuously. Accordingly, the arguments of the Adventists and of some Jews were calculated to strengthen the opinion of supporters of the perpetual calendar as to the usefulness of a blank day.

M. VON HEIDENSTAM (Sweden), speaking on behalf of his Government, said that the latter wished to keep an open mind with regard to general questions of calendar reform. For the moment, it preferred, in view of the opinions expressed within the country, to reserve its opinion both as regards the expediency of a general reform and as regards any of the schemes mentioned in the preparatory report.

He considered it necessary to proceed with the greatest caution in this matter. There should be no question of altering the present system unless, as a result, there were introduced distinct improvements and advantages, which would outweigh the disadvantages of a change and of the adoption of the new system.

In Sweden, certain scientific and banking circles were opposed to any radical change in the calendar, since it was considered that the advantages claimed would not outweigh the disadvantages inseparable from a system of supplementary days or the adoption of a thirteen-month calendar.

The Swedish Government appreciated the work of enquiry and investigation accomplished so far and considered that it should be continued in order to elucidate the problem in all its aspects, bearing in mind the necessity of the universal application of any solution.

M. MARCHAND (Switzerland) said that the Swiss Government, on whose behalf he spoke, had authorised its delegation to emphasise the disadvantages of the scheme of a thirteen-month year and — naturally with a reservation as to the religious side of the question — to put forward the economic advantages which a perpetual calendar of twelve months might have. It was vain to aspire to perfect comparability in the calendar, in view of the number of local and movable religious and lay feasts which divided the year differently according to the country, so that the adoption of a calendar with uniform four-week months would not conduce to a greater degree of comparability. Actually, the thirteen-month calendar did not consist of thirteen months of twenty-eight days, but of twelve months of twenty-eight days, plus one month of twenty-nine days, so that it was in any case impossible to secure absolute regularity. There was no reason why, in compiling certain statistics, such as those for health services, an auxiliary calendar divided into four-week periods should not be kept, but most users would prefer a twelve-month calendar, which would entail a less radical break with acquired customs. Furthermore, daily life would be less monotonous with a twelve-month than with a thirteen-month calendar, which by creating a new month would obliterate all historical events connected with the twenty-eight days embodied in the supplementary month. It would mean upsetting the whole system of engagements assumed in the spheres of insurance, interest on coupons and shares, mortgage loans, etc., and would also disturb the scientific and historical activity of nations in addition to the economic and social life of the people. From a practical standpoint, it would mean doing thirteen times annually what had hitherto only been done twelve times; hence a grave loss of time and money in banks, commerce, industry, transport, in drawing up balance-sheets, calculating wages, publishing monthly reviews, etc. Finally, in the twelve-month calendar, Christmas would fall on December

25th, a Monday, whereas in the thirteen-month calendar if Christmas fell on Wednesday, December 25th, it would only be a little before the end of the year and the interval of a week hitherto separating it from New Year would disappear. It had therefore been proposed to fix it on December 23rd, but no one could possibly agree that Christmas, which had for centuries fallen on December 25th, should, in the face of all tradition, be fixed for another date.

M. DJOURITCHITCH (Yugoslavia) Chairman of the Preparatory Committee, said he spoke on behalf of his Government. The Yugoslav National Committee, though stressing the small interest shown by social and economic circles in Yugoslavia in calendar reform, observed that most of the replies received were favourable. They might be divided as follows :

- 44 per cent in favour of the thirteen-month calendar ;
- 33 per cent in favour of the twelve-month calendar with one supplementary day ;
- 22 per cent in favour of simply equalising the quarters.

The attitude of the Yugoslav Government to calendar reform depended, as in the case of the stabilisation of Easter, on the attitude of the Churches, which was, incidentally, the view taken by the League. Apart from this primary question, the Government sympathised provisionally with the results of the enquiry conducted by the National Committee, but would be prepared to accommodate its preferences to some extent to those of other countries.

Without wishing to anticipate the conclusions of the Committee which would have to co-ordinate the various schemes, the speaker thought that the reports of the National Committees and the Minutes of the Conference would supply sufficient material to enable the Governments to agree, if not on the choice of a specific calendar system, at any rate of the desirability of immediately submitting a request for reform to the religious authorities.

M. KAISENBERG (Germany) stated that, in the German Government's opinion, the B and C schemes of reform drawn up by the Preparatory Committee of the League of Nations contained both advantages and drawbacks, so that choice was difficult. The advantage of scheme B, providing for a twelve-month calendar, was that it could be applied without essentially modifying the existing calendar and that the months were mutually comparable and the quarters of equal length. The months, however, would not be of uniform length, some containing four and others five weeks.

One of the main objections to scheme C was that thirteen was a primary number ; quarters would not contain a whole number of months and it would, for instance, be difficult to make comparisons with previous years. Scheme C, on the other hand, gave months which were absolutely comparable with one another, contained the same number of days and the same number of whole weeks, so that each date fell on the same day of the week not only every year but even every month.

As it was very difficult to form an exact idea of the advantages and disadvantages of the two schemes, public opinion in Germany had not definitely decided in favour of one or the other plan, and the German Government therefore felt it should make reservations as to its final attitude on the subject. It believed, however, that, whatever reform were adopted, the result should be as perfect and as universal as possible. It should also be understood that, before taking any final decision, the views of religious bodies should be given consideration.

M. BLUME (Free City of Danzig) observed that Danzig was not unanimous on the question of calendar reform. A large section of the population was hostile to any reform, although the majority was in favour of the perpetual calendar described in scheme B. The Free City therefore would probably not object to this scheme if it were universally adopted. Should scheme C meet with general approval, it might be taken that the Free City would raise no objections either, but would follow the example of the neighbouring countries. He spoke on behalf of the Government of the Free City of Danzig.

M. FONTOURA DA COSTA (Portugal) said that the Portuguese National Committee for the study of Calendar Reform had been appointed by the Government. The conclusions of the Committee's report were as follows :

- (1) The need for reform was admitted ;
- (2) A perpetual calendar only should be adopted.

There was a small majority in favour of the thirteen-month calendar. The Portuguese Government had taken no decision, but it was quite certain that the perpetual calendar ultimately recommended by the League of Nations would be adopted in Portugal, whether it contained twelve or thirteen months.

Mr. Woo (China) speaking for the National Government of the Chinese Republic said that the Chinese were not vitally interested in calendar reform in the sense that, if it were decided to adopt a universal calendar, China would raise no serious objections. The Chinese Government was therefore in favour of reform.

China had already had to adopt the western calendar — a reform which had been carried out virtually without disturbance. Only certain families and groups faithful to the old traditions remained staunchly attached to the ancient Chinese calendar. As evidence of China's interest in calendar reform, the speaker drew the Committee's attention to a perpetual calendar invented in 1900 by a Chinese *savant*, M. Kao Meng Tan, the main features of which were : a year of thirteen months consisting of twenty-eight days divided into four seven-day weeks, or fifty-two weeks — a year of 364 days. One additional day was added to each year and two days for leap years, which occurred every four years as in the Gregorian calendar, etc.

M. DE CASTRO BONEL (Spain) said that the Spanish Government had not formed a definite opinion on the question of a perpetual calendar or on the expediency of a simple reform of the present calendar.

A national committee of experts had been set up to study the question and it had arrived at certain conclusions as to the trend of public opinion with regard to calendar reform.

The National Committee, having examined statistics, arrived at certain conclusions, which it included in a report which had been approved by the Spanish Government.

The Spanish Government was of opinion that the Spanish delegation should express the wishes of the National Committee, and M. de Castro Bonel had had the honour to be designated as the representative of his Government, by reason of his being Chairman of the National Committee of Enquiry for Calendar Reform and Director-General of the Geographical and Statistical Institute.

The Spanish delegation, as well as the Government, had adopted and would uphold the conclusions of the National Committee (see Annex 3).

Colonel SOLBERT (National Committee on Calendar Simplification of the United States of America) speaking as Secretary of this Committee said that the request sent by the League to the United States Government for information regarding the country's opinion on calendar reform had resulted in the Committee's report being officially forwarded to the League. In the conclusion of its report, the Committee stated :

“ Although our Committee finds that opinion in this country relative to the best plan of calendar change to adopt preponderantly favours the thirteen-month fixed calendar, it does not recommend that representatives of the United States Government should enter an International Conference committed to this plan or any other. It believes that international discussion of the question should be approached with an open mind and with due regard to the opinion of all religious bodies in so far as they may be concerned, as well as to divergent opinions based on practical considerations. From such discussion, a satisfactory plan of simplification ought reasonably to emerge, designed to serve as a universal calendar. ”

He spoke therefore not as an expert, although he had studied the question for more than four years. He would merely describe the results achieved by his Committee.

The speaker then detailed the various advantages and disadvantages of the two forms of perpetual calendar, that for thirteen and that for twelve months. A comparison showed that the thirteen-month calendar corrected more of the defects and removed more of the inconveniences in the existing calendar than the twelve-month scheme. The feature of the present calendar was a lack of fixity and the existence of fractions of a week. To meet this double inconvenience, certain commercial and industrial undertakings had for many years past adopted an auxiliary calendar of thirteen months and he was astonished that so imperfect a tool as the present calendar could still be tolerated. It was the same as using a metre which measured sometimes 98½ and sometimes 101½ centimetres. Important though it was, the reform introduced by Pope Gregory XIII contained imperfections which it was high time should be remedied. If an improved calendar were adopted, the Conference would leave a mark in history. Obviously, there were difficulties of a religious nature, particularly that of the Sabbath, but he trusted they would not be insurmountable.

It might also be pointed out that certain minorities still used for religious purposes a calendar distinct from the Gregorian, and if the Gregorian calendar were changed there was nothing to prevent those minorities from continuing to use their own calendar. For instance, it was quite accidental that the Jewish Sabbath coincided with Saturday in the Gregorian calendar. The coincidence would certainly not be so marked in future if a perpetual calendar were adopted, but the disadvantage would be one-seventh less, seeing that every seven years the Jewish Sabbath would coincide with the Christian Sunday. As a general rule, shops owned by Jews, in the United States at any rate, did not close on Saturdays.

Religion was not the only source of human happiness nowadays ; science had also helped to improve the conditions of comfort and hygiene, which were after all the main foundation of all human progress. Science might be depended upon, seeing that its interest in calendar reform had a solid and logical foundation and was pre-eminently altruistic in character.

No calendar reform could be carried out if it were not adopted internationally ; the new calendar should therefore be as perfect as possible. It was the duty of the League to connect its name with a reform which would facilitate trade and contribute to the maintenance of peace and good understanding among nations. The time had come to combat inertia, which was the chief enemy of any reform. Delay would mean the loss of precious time and of many advantages.

SEVENTH MEETING.

Held on October 15th, 1931, at 3.30 p.m.

Chairman : M. A. DE VASCONCELLOS.

IX. GENERAL REFORM OF THE CALENDAR (*continuation*).

Advantages and Disadvantages of Perpetual Twelve-month and Thirteen-month Calendars
(*continuation*).

Mr. STILES (National Committee on Calendar Simplification of the United States of America) wished to emphasise the necessity of keeping a constant check on economic activities by means of comparative statistics. Statistics formed the fundamental basis of our economic life and their compilation was one of the most important functions of every Government and of associations representing various industries. All these statistics were based on the calendar, and he considered that the inequality of the months and the fact that the months did not contain a whole number of weeks created serious difficulties. At a previous meeting it had been stated that the issue was the simplification of statistics versus religious scruples, as if statistics were of no great importance.

He referred to the numerous statistics published in the daily newspapers such as the *New York Times*, and also in the *Monthly Survey of Current Business*, issued by the United States Department of Commerce, and the fact that every individual business used statistics to measure its business performance in periods of time. The defects in the calendar caused deficiencies in these statistics unless laborious adjustments were made.

During the present depression, only statistics could answer the question whether matters were becoming better or worse.

However, a reform of the calendar was not based alone on the necessity for accurate statistics. It would confer benefits on science, education, labour, agriculture and personal affairs.

The reform could not take place without some inconvenience being incurred. But, if the generations of the past had shrunk from similar changes, we should still be measuring time by the impossible moon calendar of three thousand years ago.

M. SCHMIDT (Estonia), speaking solely on behalf of his Government, said no definite opinion had been formed regarding the introduction of a perpetual calendar. Official enquiries had shown that there was no prospect of introducing a perpetual calendar either of thirteen months or of twelve months. With regard to the perpetual calendar of twelve months, its adoption would be easier, but, for the moment, there seemed to be no marked current of public opinion in favour of its introduction. He would refrain from giving any reasons, as the question had already been sufficiently discussed. The Conference could certainly, if it chose, decide on a perpetual calendar even without the agreement of Estonia. Moreover, it appeared that, in the present circumstances, other and more important countries also objected to the reform. He considered that no reform would be justified unless it were adopted by the vast majority of States. As the scheme appeared to be impracticable at the moment it would be better for the Conference to admit this fact.

M. SHICHIDA (Japan) said that no national committee had been formed in Japan, but that the competent Ministry had recently made an official enquiry in order to obtain the opinion of the principal organisations. Out of forty-three organisations consulted, thirty did not consider there was any need for a reform, five would, if necessary, accept a reform, four were in favour of a reform, three of which preferred a perpetual calendar of twelve months and one a perpetual calendar of thirteen months ; lastly, four organisations had not expressed an opinion.

Mr. MARVIN (United States of America) said that, in his previous statements, he had spoken in his capacity as chief of the United States Weather Bureau. He was now speaking on behalf of his Government. The United States Government had not yet taken a definite decision and its mind was still open as to the necessity for any change or the particular kind of change which should be adopted. It noted the existence of a considerable body of adverse opinion. The United States Government, however, welcomed the fullest possible information on both sides of the question and would give willing and sympathetic study to the report to be submitted by the Conference.

M. POLITIS (Greece) thought the Conference was now sufficiently informed of the advantages and disadvantages of the two projects. The Greek National Committee was in favour of a perpetual calendar of twelve months.

M. RUIZ-GUINAZU (Argentine) said the discussion and the numerous interesting reports submitted to the Conference had shown the complexity of the subject and the impossibility of satisfying all parties. He therefore would be glad if these investigations could be continued. The Argentine Republic, which had the largest international trade of any South-American country, had no prejudice on the question of this reform.

M. DE CASTRO BONEL (Spain) said his Government had set up a National Committee in order to form an opinion regarding a perpetual calendar or regarding reform of the calendar. Certain conclusions had been arrived at which had been approved by the Government (see Annex 3).

M. BERTAUT (France) said his Government's view was similar to that of most other Governments. It had much sympathy for any proposals constituting real progress and reform. It was prepared to consider the arguments in the documents of the Conference and in the speeches made by the advocates of reform. The Government, however, laid down two conditions. In the first place, any reform should be universal — that is to say, it should be accepted by all countries. If any countries remained outside the scheme this would tend to increase the disorder. In the second place, the scheme should be generally accepted — that is to say, not only by a certain class such as bankers, statisticians, scientists, etc., but also by the mass of business people.

The French National Committee had made enquiries of numerous large organisations. Not all had replied and not all the replies were clear. It would appear, however, that the preference was for a thirteen-month calendar, as this would constitute the most radical reform. Public opinion, however, had remained absolutely indifferent to the question. The country and the world in general was faced by such serious problems that it was impossible to regard calendar reform as an urgent question.

The objections of the religious bodies, particularly of the Catholics, were of considerable importance. As the question could not be settled without their assistance, he thought the Conference should not recommend a solution which it had no power to adopt. France, like the Netherlands, had also a large Mussulman population in its colonies and had to consider that factor. It had been stated by a previous speaker that religion should not be brought into contact with economics. There was nevertheless a contact between moral and material values. The fact that the influence of the League was based on moral authority was of particular importance in this respect.

M. HJELT (Finland) said he had no definite instructions from his Government. This did not imply that the Finnish Government was hostile to reform. The investigations were still proceeding, but the Government had hitherto not been able to reach a decision.

M. CIUNTU (Roumania) said his Government, while realising the disadvantages of the present calendar, had been chiefly struck by the very large number of reform schemes submitted to the Preparatory Committee. The two schemes submitted by that Committee had met with considerable criticism from religious and other bodies and he wondered whether any scheme could overcome that criticism. In his country, public opinion was not greatly interested in the question, which he considered was not yet ripe for decision. He thought the question should be postponed until the public as a whole should have formed a definite opinion on the matter and should have pronounced that opinion in a more convincing manner.

M. MÜLLER (Czechoslovakia) referred to his previous statements to the effect that no protests had been received from Jewish business men in respect of the proposal to establish a year of thirteen months. After the meeting, Rabbi Hertz had shown him protests from 126 Jewish communities in Slovakia. He wished to explain that this information had not reached the National Committee and he had therefore not been aware of it.

M. DE RUELLE (Belgium) thought a primary condition for calendar reform was that it should be universally accepted; otherwise, great confusion would be created.

Religious feelings must also be taken into consideration.

In following the discussion, he had noted that the most important advantage claimed for calendar reform was that it would facilitate the preparation of statistics. This might be true, but the argument was not sufficiently strong. Statistics, however they might be calculated, should always be read with discernment. The use to which they might be put by inexperienced people was dangerous.

It had been claimed, moreover, that the fixation of movable feasts would help to regularise the school year and would benefit certain seasonal trades. This also was true; but the fixation of Easter and other movable feasts was a matter on which the Committee should be particularly cautious in expressing an opinion, since this question was one which fell pre-eminently within the competence of the religious authorities.

He would report the discussions to his Government. This was all that he could do at the moment, except to express the hope that, later on, a solution would be found which could be adhered to by all parties, including the religious bodies.

M. PALACHE (Portuguese Israelite Communities in the Netherlands) noted that much time, money and energy had been spent in endeavouring to correct the disadvantages of the present

calendar. In the discussions, the question of the blank day had played an important part, and it had been expressly stated that the Jews and millions of adherents of other religions would never agree to such a system. He thought the League of Nations, with its desire for justice, would never sanction the enforcement of a system contrary to the ideals of millions of people.

The Jewish world had for a long time been living in fear that such a system would be imposed upon them. This would amount to a method of persecution to which he was convinced the League would not lend itself. He asked that the League of Nations should declare its unwillingness to co-operate in measures which, though they might bring material advantages, would be nothing short of sacrilege.

The CHAIRMAN replied that any decision would be taken, not by the League of Nations, but by the Governments.

M. POLITIS (Greece) protested against Dr. Palache's speech, which he thought cast doubts on the good faith of the League of Nations by suggesting that it might oppress any religious faith. It had been agreed from the outset that religious questions should not be discussed.

The CHAIRMAN agreed with M. Politis and pointed out that, if any reform were suggested, the last word would be with the religious authorities.

Dr. LEWENSTEIN (Grand Rabbi representing the Netherlands Israelite Communities) said it had obviously proved impossible to take a decision regarding a reform of the Gregorian calendar which would satisfy all parties. Although the Netherlands delegates had opposed any radical change, he was still afraid that the menace to the stability of the seventh day of the week had not disappeared. The introduction of a blank day would bring misfortunes to millions of Jews and Christians and would bring about a rupture between parties now living in harmony. He hoped that the attitude of the Netherlands delegation, inspired by the ancient Netherlands traditions of religious liberty and tolerance, would be taken as an example by those seeking a real improvement of the civil calendar.

Possibility of an Immediate Application of the Reform.

Sir John BALDWIN (Great Britain) said that, before giving his views on the expediency of a reform in the not distant future, he would like to reply to a remark made by Mr. Stiles. The latter had commented on his (Sir John Baldwin's) statement as to the issue between statistics and religious scruples and had added, with reference to the present economic depression, that "only statistics could answer the question whether matters were becoming better or worse." Sir John Baldwin could only say that, if this statement were correct, judging by the events of the last years, the page of weekly statistics which Mr. Stiles said appears in the *New York Times* and the fifty-six solid pages of statistical information published in the *Monthly Survey of Current Business* must have been insufficiently consulted, or that erroneous deductions were drawn from them, or that they did not fulfil the purpose claimed for them by Mr. Stiles. Statistics had, of course, great value, but he joined issue with those who tried to persuade him that the future happiness and good of mankind depended entirely upon rationalisation, machinery and statistics.

With regard to the advisability of a reform, His Majesty's Government took the view that calendar reform was not ripe for action or initiative on their part. The schemes before the Conference involved, in a lesser or greater degree, the remodelling of the traditional calendar, and the resulting disturbances in commercial and industrial arrangements, in social life and in the habits and customs of the people, would be such as no British Government could contemplate provoking without being assured that public opinion was prepared for and demanded such a change.

There was no general demand at present in Great Britain for a change, and the results of the examination which was recently made by the unofficial Committee of Enquiry showed that any proposal in that direction would meet with strong opposition. He thought that the question of calendar reform would not be ripe for serious consideration with a view to legislation or international action until its advocates had achieved more widespread and solid results than they had shown any signs of doing at present. In the circumstances, it appeared to His Majesty's Government that further action on the part of the League of Nations should be suspended until a far larger measure of agreement had been reached both as to the principle of the change and as to the particular method of reform to be adopted.

M. SEELIGER (Germany) noted that Sir John Baldwin had touched on both the legal and practical aspects of the question. The discussions which had taken place had already supplied a complete reply to the question of the immediate desirability of a reform. Almost all speakers had said their Governments did not desire to take a decision at present. This implied that the Governments and peoples did not consider that any reform was practicable at the present time.

M. SINIGALIA (Italy) said that he could only confirm his Government's point of view, which he had already explained to the Conference. The divergent opinions expressed in the Committee and the large number of proposals which had been received tended to strengthen this view. His Government was therefore unable to decide whether the advantages of reform were greater than the disadvantages. He considered that, in these circumstances, it was preferable to allow time to do its work. Possibly at a later time the state of public and religious opinion would develop in a manner which would point the way to a solution of the question.

M. SCHLINGEMANN (Netherlands) said his Government had been unable to form an opinion on the subject. Public opinion in the Netherlands was indifferent to the matter, and he did not think an immediate reform should be contemplated.

Colonel SOLBERT (National Committee on Calendar Simplification of the United States of America) pointed out that, if any scheme for a perpetual calendar of twelve or thirteen months were adopted at the present time, the first opportunity to put it into force would be in 1939. He agreed with Sir John Baldwin that the time for the reform was not yet ripe, but thought that some initiative should in the meantime be taken. The great obstacle to be overcome was indifference, which was due to ignorance of the defects of the present calendar and of the advantages of calendar reform. This indifference would in time be overcome by means of education. In reply to M. Bertaut's remark that the authority of the Churches was required, he pointed out that, in 1924, the Holy See had enquired how the reform would affect general welfare.

Mr. Cressy MORRISON (International Chamber of Commerce) pointed out that the initiative in respect of calendar reform had been taken by the International Chamber of Commerce, which had referred the question to the League of Nations because it was a subject of interest to the whole world. The present Conference proved that the International Chamber of Commerce had taken the right view. He understood that there could be no question of immediate reform, but he protested strongly against Sir John Baldwin's suggestion that the question should be dropped. The League of Nations had done splendid work in connection with this matter, and he suggested that a resolution should be passed which would not shelve the matter but would allow the discussion to be continued.

Sir John BALDWIN (Great Britain) wished to dispel any misapprehension which might exist with regard to his remarks. He had stated that, in the circumstances, it would appear that action by the League of Nations should be suspended until a greater measure of agreement had been reached not only on the principle of calendar reform but on the method of applying it.

M. MÜLLER (Czechoslovakia) said the application of reform presupposed a definite proposal adopted by the Conference. There was no such definite proposal, and he therefore agreed with M. Seeliger.

M. BERTAUT (France) also fully agreed with M. Seeliger's remarks.

The CHAIRMAN, in summarising the discussion, pointed out that most Governments had not adopted any definite attitude and could not express an opinion on the various systems proposed. As far as a reform was desired, the preference appeared to be for a perpetual calendar rather than for regularisation of the quarters. He proposed that the Co-ordination Committee should meet and prepare a report for the Conference.

This proposal was adopted.

3. — MINUTES OF THE SECOND AND THIRD PLENARY MEETINGS
OF THE CONFERENCE.

SECOND MEETING.

Held on October 19th, 1931, at 10.30 a.m.

President: M. A. DE VASCONCELLOS.

I. TRIBUTE BY THE CONFERENCE TO THE MEMORY OF EDISON.

On the PRESIDENT'S proposal, the Conference observed one minute's silence in honour of the memory and work of Edison, whose death had been reported on the previous day.

II. STABILISATION OF MOVABLE FEASTS.

Results of the Work of the Plenary Committee.

The PRESIDENT opened the discussion on the draft declaration regarding the economic and social aspects of fixing movable feasts, submitted by the Co-ordination Committee (see Annex 6).

Declaration by the Turkish Delegation.

RIFAT-ISMAIL Bey (Turkey) stated that, as Easter week was not a holiday for the official departments, schools, trade and industry in Turkey, the Turkish delegation considered that the fixing of the movable feasts was rather a religious question which therefore did not interest it.

Draft Declaration regarding the Economic and Social Aspects of fixing Movable Feasts.

The Conference then examined the draft declaration paragraph by paragraph.

Title.

At the suggestion of Mr. MARVIN (United States of America) the word "stabilising" was substituted in the English text for the word "fixing".

The title was adopted.

Paragraphs 1, 2 and 3.

These paragraphs were adopted.

Paragraph 4.

On the suggestion of Sir John BALDWIN (Great Britain), the word "stabilised" was substituted for "fixed" in the English text of this paragraph.

Paragraph 4 was adopted.

Paragraph 5.

The French text of this paragraph was adopted and the English text would be made to agree with the French text.

Paragraph 6.

On the suggestion of M. Silvain DREYFUS (France), the word " *stabilisation* " was substituted in the French text for " *fixité* ".

Paragraph 6 was adopted.

Paragraphs 7, 8 and 9.

These paragraphs were adopted.

Paragraph 10.

M. CIUNTU (Roumania) pointed out that the Plenary Committee had unanimously agreed that any decision on this point should be subject to the agreement of the religious authorities. If it was stated that " the common good calls for the stabilisation of movable feasts ", this restricted the freedom of judgment of the religious authorities who, if they took the Conference's declaration literally, could only oppose stabilisation by going against the common good. Would it not be sufficient to state that the stabilisation of the movable feasts was *in accordance* with the common good ?

The SECRETARY-GENERAL OF THE CONFERENCE said the wording was already the result of a compromise and made two reservations for the opinion of the religious authorities. In the first place, the statement that the common good called for the stabilisation of movable feasts was restricted to economic and social points of view. Secondly, the word " consider " showed that it was not a statement of fact but a mere opinion of the Conference, which any other authority might not share. Lastly, the expression " the common good calls for " had been selected because the Holy See had itself used that expression.

M. CIUNTU (Roumania) was not quite convinced by the arguments of the Secretary-General of the Conference, but stated that he would not insist if he was the only delegate to take that view.

Paragraph 10 (point 1 of the declaration) was adopted without change.

Paragraph 11 (point 2 of the declaration).

M. MODEROW (Poland) noted that this paragraph stated that most of the Governments which adopted this declaration expressed a preference for the stabilising of Easter on the Sunday following the second Saturday in April. As a matter of fact, only eleven representatives had expressed themselves in favour of that solution, and it was not at all certain that in future there would not be a majority in favour of adopting some other day. He therefore proposed that the words " most of the Governments " should be replaced by the words " a considerable number of Governments. "

Sir John BALDWIN (Great Britain) wished to point out that the representatives who had abstained were those of the countries of Asia and South America, where the question of the date of the stabilisation of Easter was not of importance, as M. Restrepo, in particular, had pointed out. Personally, he, Sir John Baldwin, would be glad if the Conference accepted the Preparatory Committee's proposal on this point.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that the wording in question was somewhat special in character as it had to be submitted for the opinion of the Governments. In these circumstances, it was perhaps difficult to state that " most of the Governments expressed a preference ". This preference would only be known later.

M. SEELIGER (Germany) could not agree with the remark made by M. Moderow. Paragraph 11 was a statement of what had taken place ; it was undeniable that a very large majority had expressed a preference for fixing the feast of Easter on the Sunday following the second Saturday in April.

M. GAJARDO (Chile) did not agree that the expression " most " should be retained. In his opinion, the entire Conference could not express a preference which was only that of a majority. It would therefore be more exact to say that " during the discussion which took place in the Co-ordination Committee a great number of representatives, etc. "

M. POLITIS (Greece) shared M. Seeliger's opinion; " a great number " would mean a number less than the majority, while " most " would mean a number larger than the majority. He had had the impression in the Co-ordination Committee that a very large majority had expressed a preference for the Sunday following the second Saturday in April.

Sir John BALDWIN (Great Britain) proposed the expression " most of the Governments concerned. "

M. CASTIAU (Belgium) proposed that the Conference should vote on the point under discussion.

M. MÜLLER (Czechoslovakia) asked what the position would be from a legal point of view of delegates who would be called on to sign the declaration of the Conference without knowing

their Governments' views. In particular, what would happen if a State whose representative had signed this declaration adopted a solution different from that recommended by the Conference?

The SECRETARY-GENERAL OF THE CONFERENCE drew attention to the fact that the differences of opinion did not refer to what was stated to have occurred in the past, but to what would happen in the future : the text might therefore be modified as follows : " Most of the representatives of the Governments at the Conference expressed a preference . . . ", to which the preference would be added after it had been ascertained by a vote.

M. SEELIGER (Germany) and M. BERTAUT (France) supported this suggestion.

Sir John BALDWIN (Great Britain) could not agree. In a diplomatic conference, it was not wise to vote unless it was quite certain that agreement could not be reached. It frequently happened that Governments whose representatives had voted against a proposal felt subsequently obliged to continue to maintain their opposition.

A further exchange of views took place between Mr. RIDDELL (Canada), M. Silvain DREYFUS (France), M. SEELIGER (Germany) and M. DJOURITCHITCH (Yugoslavia), after which the PRESIDENT decided to suspend the meeting for a quarter of an hour so that a text might be drafted, which would satisfy all delegations.

When the meeting was resumed, the SECRETARY-GENERAL OF THE CONFERENCE read and commented on the following text, which was intended to replace the existing text of paragraphs 10, 11 and 12 :

" The General Conference,

.....
" Declares that the Governments whose representatives at the Conference have voted for this declaration, or which inform the Secretary-General of the League of Nations before May 1st, 1932, that they endorse this declaration, consider, from the economic and social standpoint, that the common good calls for the stabilisation of movable feasts.

" As regards the day that might be selected for the feast of Easter, most of the Governments whose representatives have expressed any opinion on the matter have pronounced in favour of the Sunday following the second Saturday in April.

" The Council of the League of Nations is asked to bring this Act to the notice of the religious authorities concerned, expressing the hope at the same time that they will consider in the most favourable spirit what action they may take in the matter. The Council is also requested to notify the Governments invited to the Conference, before April 30th, 1933, of any views expressed by the religious authorities on this Act and on the action which they may propose to take upon it. "

He pointed out in particular that the words " this act " had been substituted for " this declaration " in the last paragraph in order to make it clear that the entire text of the document was referred to.

*The text read by the Secretary-General of the Conference was adopted.*¹

Adoption of the Act regarding the Economic and Social Aspects of the Stabilisation of Movable Feasts.

A vote was then taken on the entire Act.

The delegates of the following countries *voted in favour* of its adoption : Albania, Belgium, Canada, Chile, Czechoslovakia (*ad referendum*), Egypt, Estonia, Finland, France Germany, Great Britain, Greece, Hungary, Irish Free State (*ad referendum*), Italy, Latvia, Luxemburg, Netherlands, Portugal, Roumania (*ad referendum*), Spain, Sweden (*ad referendum*), Switzerland, United States of America (*ad referendum*), Uruguay (*ad referendum*), Yugoslavia.

The delegates of the following countries *voted against* its adoption : Austria, Colombia.

The delegates of the following countries *abstained from voting* : China, Free City of Danzig, Japan, Mexico, Norway, Poland, Siam, Turkey.

The PRESIDENT declared the Act adopted by 26 votes (including 6 *ad referendum*) to 2, with 8 abstentions.¹

¹ The final text is reproduced in document C.785.M.380.1931.VIII.

Declaration by the British Delegation.

Sir John BALDWIN (Great Britain) stated that if, after voting in favour of the adoption of the Act, with the main conclusions of which he was in agreement, he refrained, as he must do, from signing it, it was because the Government of the United Kingdom was bound by the action of Parliament, which had passed the Easter Act of 1928, and because certain of the considerations which preceded the conclusions of the present Act were not applicable in this case.

The PRESIDENT noted Sir John Baldwin's declaration.

THIRD MEETING.

Held on October 19th, 1931, at 3 p.m.

President : M. A. DE VASCONCELLOS.

III. STABILISATION OF MOVABLE FEASTS (*continuation*).

Adoption of the Act regarding the Economic and Social Aspects of the Stabilisation of Movable Feasts (continuation).

The PRESIDENT informed the Conference that the Argentine delegation, absent when the vote was taken that morning, had informed him that if it had been present it would have abstained. The result of the vote therefore remained unchanged.

IV. REPORT OF THE COMMITTEE FOR THE VERIFICATION OF CREDENTIALS.

M. DE RUELLE (Belgium), Rapporteur, read his report (see Annex 7) to the effect that the delegates of nine countries had full powers issued by the head of the State, one delegation had full powers issued by the Ministry of Foreign Affairs, one country had a decree of the President of the Republic appointing delegates to the Conference, while the delegates of thirty-one countries were accredited by a letter or a telegram addressed to the Secretary-General of the League of Nations by the Minister for Foreign Affairs, by the Legation in Switzerland, by the Permanent Representative accredited to the League of Nations, or by a personal letter of credit.

He added that the Credentials Committee had regarded a letter from the Minister for Foreign Affairs or some similar document as an essential minimum for all the work of the Conference, including the signature of the Final Act. The Committee had indicated separately the delegates who had received full powers from the Head of their State, because these had power to sign a convention if necessary.

V. GENERAL REFORM OF THE CALENDAR.

Results of the Work of the Plenary Committee (continuation).

The PRESIDENT proposed that the Conference should discuss the draft "survey" submitted by the Co-ordination Committee point by point (see Annex 8). The Survey was not a formal document like the "Act" which the Conference had voted that morning; it was merely the Conference's own report to the Council.

Draft Survey of the Economic and Social Aspects of the Simplification of the Gregorian Calendar.

Paragraph 1.

M. MORESCO (Netherlands) proposed "adoption" instead of "application" at the end of the first paragraph.

Sir John BALDWIN (Great Britain) said that, after further reflection, he thought it would be preferable to delete the words "in the immediate future", because that phrase might be taken to imply that the Conference was "almost unanimous" that, although the present time was not favourable for reform, should be adopted at some future time. As a matter of fact, the minds of most delegations were still quite open on the question.

Mr. MARVIN (United States of America) urged the maintenance of the text as it stood because it represented fairly the opinion of the Conference.

M. DJOURITCHITCH (Yugoslavia) agreed with Mr. Marvin. Surely the Conference did not desire to pronounce against any improvement of the calendar at some future date, especially as several Governments already desired the reform in order to satisfy ever-increasing economic needs existing in their countries.

The SECRETARY-GENERAL OF THE CONFERENCE proposed as a compromise the phrase "for proceeding to a reform of the Gregorian calendar".

Sir John BALDWIN (Great Britain) replied that, although the suggestion made by the Secretary-General of the Conference did not give him entire satisfaction, he was prepared to accept it as a compromise.

M. SINIGALIA (Italy) could accept the Secretary-General's proposal if the words "to study" were inserted after the word "proceeding".

Sir John BALDWIN (Great Britain) thought that the word "reform" itself prejudged the question. Personally, he was not entirely convinced that reform was necessary.

Mr. MARVIN (United States of America) suggested that the Conference was forgetting the true aim of the survey. The survey was merely intended to provide an accurate reflection of the Conference's discussions. No useful purpose could be served by discussing every point in detail again. He had no precise instructions, but would state that the desire of the United States Government was to obtain definite information regarding the views of other Governments. It desired an impartial statement of those views. Personally, he believed that the present "survey" was a thoroughly impartial statement of the discussions and the most satisfactory document that could be obtained. He hoped that M. Sinigalia would not insist on his addition of the words "to study".

M. BERTAUT (France) agreed with Mr. Marvin. The document had been carefully drawn up by the Co-ordination Committee on the instructions of the Committee of the Conference, and represents a summary of the discussions.

M. MARCHAND (Switzerland) suggested "simplification" instead of "reform" in the last sentence of the paragraph. The Swiss delegation could not agree with M. Sinigalia's proposal to add the words "to study".

The SECRETARY-GENERAL OF THE CONFERENCE did not agree that the word "reform" prejudged the case. Some reforms were good and others not so good. On the other hand, there could be no objection to "simplification".

M. DJOURITCHITCH (Yugoslavia) urged that, as some forms of "simplification" might involve in certain cases — according to some opinions which had been expressed — complication, it would be better to leave "reform".

M. SEELIGER (Germany) suggested that, as the term "reform of the calendar" had been used at the outset, it would be very undesirable to alter that term now.

M. KAYEL (Uruguay) agreed with M. Seeliger.

M. Silvain DREYFUS (France) suggested that as "simplification" occurred in the third line there was no need to repeat it in the last line.

The PRESIDENT suggested "modification".

M. Silvain DREYFUS (France) submitted that "modification", "simplification" or "reform" would be considered, in the present case, as synonymous.

Sir John BALDWIN (Great Britain) could not agree. In English, "reform" implied a certain amount of improvement. In the present case, a modification of the calendar might be an improvement or it might not. He was not convinced either way. He therefore favoured "modification".

The Conference decided to substitute "modification" for "reform", the sentence to read: "for proceeding to a modification of the Gregorian calendar".

Paragraph 2.

M. MARCHAND (Switzerland) thought that the "survey" weighed rather too heavily, in paragraph 2, against a non-perpetual twelve-month calendar, and rather too much in favour of a non-perpetual thirteen-month calendar in paragraph 4. It did not, in fact, represent the true proportion of the Conference's opinion. In particular, the expression "a great number of delegations" was too strong. The phrase should be left absolutely vague, or else the exact number should be stated, as ascertained by a vote.

In reply to the President, M. Marchand added that he definitely wished a vote to be taken on that point.

M. VON HEIDENSTAM (Sweden) agreed that this paragraph seemed to be rather strongly worded. In any case, it left no place for what was the attitude of the Swedish Government — namely, an entirely open mind on the subject.

The SECRETARY-GENERAL OF THE CONFERENCE, in reply to M. von Heidenstam, proposed that a new paragraph should be added after paragraph 1, saying that certain delegations expressed no definite opinion either way, but preserved an entirely open mind on the question.

M. MÜLLER (Czechoslovakia) seconded this proposal, *which was adopted.*

The SECRETARY-GENERAL OF THE CONFERENCE, in reply to M. Marchand, pointed out that the Co-ordination Committee had already altered the expression "most delegations" to "a great number". Was there any doubt that the great majority of the delegations had felt that considerable difficulty would be encountered in breaking with established traditions? On the other hand, the Co-ordination Committee, in endeavouring to be absolutely impartial, had merely said with regard to the non-perpetual thirteen-month scheme: "It was suggested to the Conference. . ."

M. SINIGALIA (Italy) observed that the provisional text had been drafted solely on the basis of the impressions of the Co-ordination Committee, after hearing a number of speeches on the same scheme. It should be remembered, however, that the several speakers had spoken on more than one occasion, whereas many delegations had expressed no opinion at all. Hence the origin of these impressions. On reading the Minutes after the Co-ordination Committee had completed its work, he noted that ten delegations had said that they could express no opinion whatever with regard to the thirteen-month scheme — apart from that, only five delegations had expressed a favourable opinion, and five delegations the contrary view. As, in the fourth paragraph, a definite number, "two delegations", was mentioned, it would be preferable to be equally accurate in this case and state the exact number of delegations which had expressed a definite view.

M. SEELIGER (Germany) pointed out that, although several delegations had not expressed any opinion in favour of or against a twelve-month or thirteen-month scheme respectively, they had said that, once any reform was undertaken, that reform should be thorough. It would be desirable to ascertain by a vote how many delegations held that view.

Sir John BALDWIN (Great Britain) agreed with the Swiss delegate that the statement as it stood did not seem to be quite fair. The expression "it was suggested" did seem to imply that some delegations at least were more in favour of a thirteen-month non-perpetual calendar. If the two plans were to be compared, they should be compared in exactly the same way.

M. DE CASTRO BONEL (Spain) pointed out that a quite definite proposal had been made by the German delegate, on which the Conference ought to vote.

Mr. MARVIN (United States of America) suggested that the Conference ought not to draw comparisons between the various paragraphs of the "survey". The "survey" merely attempted to state impartially the various facts. Was it not a fact that all were agreed that a change would disturb century-old habits?

He would like to see the paragraph maintained in its present wording, though a vote might be taken to establish the actual feelings of the Conference on each stated fact.

M. MÜLLER (Czechoslovakia) proposed that the text of paragraph 2 might stop at the words "defects of the present calendar", without giving any examples.

(The meeting was suspended for a quarter of an hour).

The SECRETARY-GENERAL OF THE CONFERENCE, assuming that the Conference accepted the first sentence, proposed that the text should, after the vote had been taken, indicate that "... delegations were of opinion that, for instance, a mere equalisation . . ."

M. SINIGALIA (Italy), like his Swiss and Czechoslovak colleagues, recommended that the sentence should stop at the words "defects of the present calendar".

The PRESIDENT replied that, as a formal request had been made for a vote, the vote must be taken.

M. SINIGALIA (Italy) was of opinion that a vote would be useless as proving nothing at all.

M. POLITIS (Greece) said he must insist upon the closure and that the vote should be taken.

The vote was first taken on the Swiss, Italian and Czechoslovak proposal that everything in Paragraph 2 should be deleted after the words "defects of the present calendar".

The motion was lost by fourteen votes to six.

On the second point — *i.e.*, the number of delegations which had expressed an opinion — M. SINIGALIA insisted on a vote by roll-call.

Eleven delegations replied "Yes", four delegations replied "No", and nineteen delegations abstained.¹

M. SINIGALIA (Italy) asked whether the Colombian delegate had given any indication as to which way he would vote.

The SECRETARY-GENERAL OF THE CONFERENCE replied that he had said that he voted against the stabilisation of Easter and any calendar reform, but he did not think that he (the Secretary-General) was entitled to interpret the Colombian delegate's intentions in this particular instance.

M. CIUNTU (Roumania) suggested that the Conference was following a wise procedure. Was it seriously proposed that the Conference should vote in this way on each separate paragraph in the survey? In his own case, abstention merely meant that he had no definite view one way or the other.

Sir John BALDWIN (Great Britain) agreed with M. Ciuntu. The vote which had just been taken would not be of any help to Governments in forming an opinion. He himself had not been able to do anything else but abstain, because if he had said "Yes" that would have implied that he agreed there were advantages, and if he had said "No" that would have implied that he agreed there were no advantages. As far as he was concerned, neither of these implications would have been true.

The PRESIDENT understood as a result of these declarations that the Conference decided not to vote on the other points.

M. SINIGALIA (Italy) was very glad that this decision was in conformity with the opinion which he had already expressed.

M. SEELIGER (Germany) observed that one effect of the vote was to show that the expression "a great number" was inaccurate. The proper term would be "some delegates."

Mr. RIDDELL (Canada) was glad that the Conference had decided to avoid taking a vote on each point. After all, the survey merely attempted to sum up the various views expressed. He quite realised, however, that, as the Conference had decided to vote, no other course was open to the President.

M. DJOURITCHITCH (Yugoslavia) recalled that the Co-ordination Committee had looked upon the vote as a test, in the event of any objections being raised in the Conference as to the accuracy of certain expressions, such as "most", "a certain number", etc., proposed by the Committee. In accordance with the majority of opinions expressed in the Conference, the expediency of an immediate reform had been set aside; but care must be taken that the positive result which had been obtained should not be annulled owing to the abstention of a large part of that majority. He proposed that, if the Conference were decided to discuss the meaning of the vote, a small drafting committee should be set up to embody the results in a text. It would be better, however, to decide on the text henceforward.

Sir John BALDWIN (Great Britain) pointed out that the only useful indication given by the vote was afforded by the number of abstentions.

The SECRETARY-GENERAL OF THE CONFERENCE suggested that the Conference should agree that the result of the first vote was that the whole sentence should be retained, and, of the second

¹ The delegations which replied "Yes" were as follows: Argentine, Canada, Germany, Greece, Hungary, Latvia, Portugal, Spain, United States of America (*ad referendum*), Uruguay, Yugoslavia.

The delegations which replied "No" were: Belgium, Czechoslovakia, Italy, Switzerland.

The delegations which *abstained* were: Austria, Great Britain, Chile, China, Free City of Danzig, Egypt, Estonia, Finland, France, India, Japan, Luxemburg, Mexico, Norway, Netherlands, Poland, Roumania, Siam, Sweden.

The following delegations were absent: Albania, Bulgaria, Colombia, Cuba, Irish Free State, Lithuania, Peru.

vote, that the number of delegations in favour or against should be inserted in the blank space left in his proposal for the purpose.

This was agreed to.

On the proposal of the FRENCH DELEGATION, the following sentence was added to Paragraph 2 :

“ A great number of delegations expressed the opinion that any reform of the calendar could only be put into practice if it came into force simultaneously throughout the world, or at least in a very great majority of States, and it was for this reason that the study of the question had been placed under the auspices of the League of Nations ”.

Paragraph 3.

M. CIUNTU (Roumania) felt that it was incorrect to say that “ most delegations thought that ”, the fact being that most delegations had no final opinion on the subject.

M. SINIGALIA (Italy) agreed. As he had pointed out before, only five delegations had spoken in favour and five against.

The SECRETARY-GENERAL OF THE CONFERENCE observed that it had never been the intention of the authors of the draft to sort out the various partisans. He suggested as an alternative phrase, “ some delegations thought . . . but it was also held . . . ”

M. SINIGALIA (Italy) could not accept this wording, which would imply that the whole Conference had held definite views either one way or the other — which was not the case.

M. SEELIGER (Germany) said he could not understand how members of the Co-ordination Committee, which had taken great pains to make the survey as objective as possible, could now wish to bring all these details into discussion again. If the majority of the Conference objected to the word “ most ” that word should be deleted. All subsequent observations in the survey were qualified by the statement in the first paragraph that the Conference did not regard calendar reform as feasible at present.

The SECRETARY-GENERAL OF THE CONFERENCE observed that, in making any change, the Conference should bear in mind that the Co-ordination Committee's text had meant that the *same* delegations held the views set out in the survey both as regarded the thirteen-month and the twelve-month calendar.

M. Silvain DREYFUS (France) suggested the following text in order to avoid the difficulty : “ it was pointed out . . . on the other hand that . . . ”

This suggestion was approved.

Paragraph 4.

M. MARCHAND (Switzerland) thought the expression “ if not impossible ” was too strong. The Conference could not now express an opinion as to what might be possible in the future. The survey emphasised negative opinions, but rather neglected positive opinions. He proposed that they should insert a phrase to the effect that many delegations had emphasised the positive advantages of a perpetual calendar.

The SECRETARY-GENERAL OF THE CONFERENCE replied that the words “ if not impossible ” did not mean that action was impossible. If a strong movement occurred the situation would change.

M. MARCHAND (Switzerland) submitted an additional phrase to the effect that “ the drawbacks from the economic and social points of view which would be suffered by a minority as a result of reform should not prevail against the advantages which such a reform might have for a large majority ”.

M. BERTAUT (France) pointed out that, if the Conference adopted this amendment, it would be going right outside the limits of the social and economic aspects of calendar reform.

M. MARCHAND (Switzerland) replied that the survey had already done so by referring to “ certain religious communities ”. He suggested that his amendment was really well within the limits of the “ economic and social aspects ” of the question.

When put to the vote, the Swiss delegation's proposal was rejected by sixteen votes to four.

The Conference agreed to M. Sinigalia's proposal that “ some delegations ” should be substituted for “ two delegations ”.

On the proposal of the FRENCH DELEGATION, the words “ in the same year ” were added at the end of the last sentence of paragraph 4.

Paragraphs 5 and 6.

These paragraphs were adopted with one or two minor drafting changes.

Adoption of the Survey of the Economic and Social Aspects of the Simplification of the Gregorian Calendar.

The PRESIDENT then put the whole document to the vote.

The delegations voted by roll-call.

There voted *in favour*, 27 delegations ; 1 delegation *voted against* ; 4 delegations *abstained*.

Sir John BALDWIN (Great Britain) expressed his opinion that the survey now gave a very fair and accurate summary of the discussions,¹ although it obviously could not satisfy the individual wishes of all delegations. He thanked the President for the fairness, ability, patience and impartiality with which he had presided over the meetings. He also wished to thank the Secretary-General of the Conference and the Secretariat for their very valuable services.

On the proposal of the CHAIRMAN, *it was decided to annex to the Minutes a communication received from the World Calendar Association containing a statement made by Mr. Gandhi on the question of calendar reform (see Annex 9).*

¹ The final text is reproduced in document C.785.M.380.1931.VIII.

ANNEX 1.

[4th C.G.C.T.5]

PROPOSALS BY THE PRESIDENT RELATING TO PROCEDURE.

In order to facilitate the discussion, the Conference will perhaps permit me to make a few suggestions in regard to procedure.

I would first remind the Conference that the Preparatory Committee suggested that the Conference should examine separately and consecutively the questions of the economic and social aspects of the stabilisation of Easter and the economic and social aspects of the general reform of the calendar. As regards the general reform of the calendar, the Preparatory Committee considered it desirable that the following points should be discussed separately and in the order given :

- (1) The disadvantages of the present calendar ;
- (2) The principle of the establishment of the perpetual calendar and the respective merits of the perpetual calendar and of the calendar involving simply the equalisation of the quarters without the introduction of supplementary days ;
- (3) The respective advantages and disadvantages of the two definite plans for a perpetual calendar — *i.e.*, a year of thirteen months and a year of twelve months.

Lastly, the Preparatory Committee considered that it would be advantageous for the Conference during its discussions to distinguish between two groups of questions — namely, those relating to the desirability of the reform of the calendar either in general or according to some particular plan, and those questions concerning the possibility of the immediate introduction of the reform.

Consequently, I will first ask the Conference sitting in Committee whether it agrees to adopt this procedure. I would also, however, suggest that the definite discussions mentioned by the Preparatory Committee should be preceded by a short general discussion during which both the Government delegations and the delegations of authorities or organisations participating in the Conference might submit any statements which they might wish to make. This general discussion might be opened at the meeting of the afternoon of October 12th. It is to be hoped that the statements made will be short enough to enable the general discussion to be concluded at the following meeting. The special discussion of the question of the economic and social aspects of the stabilisation of Easter would thus begin at the latest on the afternoon of October 13th.

If the general discussion is limited in this way, the Conference will no doubt be prepared to accept statements submitted on behalf of one or other of the international or national authorities or organisations, a list of which has been communicated to the Conference and which would thus be associated in the Conference's work under the conditions specified in that list.¹ Those authorities or organisations will not take any subsequent part in the discussion unless a special request to this effect is made by them to the President and submitted by the latter to the Conference. It is understood that, as regards the representatives of organs which have participated in the preparatory work for the Conference and the organs invited to be represented in an advisory capacity under the conditions laid down in the Statute of the Communications and Transit Organisation, the practice of previous Conferences will be followed.

ANNEX 2.

[4th C.G.C.T.7]

REPLY BY THE HOLY SEE TO THE INVITATION TO SEND A REPRESENTATIVE TO THE CONFERENCE.

SECRETARIAT OF STATE
OF HIS HOLINESS.

Vatican City, October 8th, 1931.

I have the honour to acknowledge receipt of your note in which you were good enough to communicate to me the text of a letter from the Chairman of the Preparatory Committee of the Fourth General Conference on Communications and Transit, the agenda of which includes the " examination of the expediency from an economic and social standpoint of fixing movable feasts and of simplifying the Gregorian calendar. "

¹ See document C.785.M.380.1931.VIII.

The Secretariat of State has already informed you, through the Apostolic Nunciature at Berne, that the Holy See regrets its inability to change its point of view, already stated on several occasions and particularly in Mgr. Maglione's note of March 7th, 1924, to your Excellency on a similar subject, which is, particularly as regards the fixing of the date of Easter, of an eminently religious character and therefore within its own province. For these reasons, the Holy See does not think it necessary to appoint an observer to attend the proceedings of the Conference.

(Signed) Cardinal PACELLI.

ANNEX 3.

[4th C.G.C.T.1]

REPORT OF THE PREPARATORY COMMITTEE
adopted on June 13th, 1931.¹

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Section 1.

**TERMS OF REFERENCE OF THE PREPARATORY COMMITTEE
AND SCOPE OF THE DISCUSSIONS IN THE CONFERENCE.**

1. At the request of the Advisory and Technical Committee for Communications and Transit, the Council of the League of Nations has placed on the agenda of the fourth General Conference on Communications and Transit the following question :

Examination of the Expediency from an Economic and Social Standpoint :

- (a) Of fixing movable feasts,
- (b) Of simplifying the Gregorian calendar.

2. To assist the Conference in its work, the Advisory and Technical Committee appointed this Committee with instructions to draw up a general report summarising the results of the enquiries made in the several countries into the problems submitted to the Conference, specifying the questions which the Conference would have to discuss and placing before it, as regards both its procedure and the actual subjects submitted for discussion, any suggestions that might facilitate its work.

3. As the Governments invited to the Conference are aware, questions relating to calendar reform have already been reported on by a Special Committee set up by the Advisory and Technical Committee for Communications and Transit (document A.33.1926.VIII). This

¹ The report of the Preparatory Committee has been completed with information from the reports of national committees, received between the end of the session of the Preparatory Committee and the end of the session of the Fourth General Conference.

Special Committee had carried out specific enquiries concerning the fixing of what are at present movable feasts ; as regards, however, the more general question of the possibility of establishing a perpetual calendar, so as to admit of more exact comparison between years and between the different periods of any one year, the Special Committee was of opinion that, before there could be any international examination of the question, it was necessary to institute a more complete enquiry among representatives of the various interests concerned within the individual countries. For this reason, national committees or unofficial committees of enquiry, consisting of persons representative of the various interests concerned, have been constituted in the majority of countries.

4. At the date when this Preparatory Committee met, the reports of the following Committees had been received by the Secretary-General of the League of Nations : Belgian, Brazilian, British, French, German, Hungarian, Italian, Netherlands, Polish, Portuguese, Swedish, Swiss, United States of America, as well as a telegraphic communication from the Czechoslovak Committee.

The Preparatory Committee has been able to take into consideration the views expressed in these reports. The Committee has also received additional oral information from its members as to the work done in their respective countries and the state of public opinion there. Furthermore, with reference to the fixing of movable feasts, it has had before it the results of the enquiry undertaken by the Special Committee referred to above.

5. The Preparatory Committee sat at Geneva from June 8th to 13th, under the chairmanship of M. Djouritchitch, former Director-General of the Yugoslav State Railways and a member of the Advisory and Technical Committee. The Chairman was appointed by the latter Committee. It comprised the following :

Professor Giuseppe ARMELLINI, Director of The Royal Astronomical Observatory at Rome, Rapporteur of the Italian National Committee on Calendar Reform ;

M. André F. BERTAUT, Member of the Paris Chamber of Commerce, Member of the Permanent Committee of the French National Economic Council ;

Professor Honorato DE CASTRO, Director-General of the Geographical, Cadastral and Statistical Institute, Madrid, nominated by the Spanish National Committee on Calendar Reform ;

M. Rudolf FERNEGG, Secretary-General of the German Industrial Federation in Czechoslovakia, Member of the Czechoslovak National Committee on Calendar Reform ;

Captain Abel FONTOURA DA COSTA, Professor at the Naval School, Lisbon, Chairman of the Portuguese National Committee on Calendar Reform ;

M. T. KOBAYASHI, Secretary at the Japanese Ministry of Communications (Observer) ;

Dr. Charles F. MARVIN, United States Weather Bureau, Department of Agriculture, Washington, U.S.A., Vice-Chairman of the United States National Committee on Calendar Simplification ;¹

Count Paul MORSTIN, Counsellor of Legation at the Permanent Delegation of Poland accredited to the League of Nations (Observer) ;

Dr. Hans PLATZER, Director at the Statistical Office of the Reich, Vice-Chairman of the German National Committee on Calendar Reform ;

M. Honorio ROIGT, Publicist, nominated by the Argentine National Committee on Calendar Reform ;

Sir Amherst SELBY-BIGGE, Bart., K.C.B., formerly Permanent Secretary to the Board of Education, Member of the British Calendar Reform Committee of Enquiry ;

M. E. R. SJÖSTRAND, Counsellor at the Central Administration on Social Questions ; Permanent Representative of the Swedish Government at the International Labour Office ;

M. Affonso A. DE VASCONCELLOS, nominated by the Brazilian National Committee on Calendar Reform ;

M. Vassa U. YOVANOVITCH, Vice-Chairman of the Chamber of Industry, Belgrade, Chairman of the Yugoslav National Committee on Calendar Reform.

Also present was M. STEUERNAGEL, Director of the Railway Company of the Reich, member of the Committee for the Unification of Transport Statistics of the Communications and Transit Organisation and member of the Statistical Sub-Committee of the International Railway Union which had previously conducted an enquiry into the calendar question.

6. At their own request, the following gave evidence before the Committee :

The Chief Rabbi Israel LEVI, President of the Israelite Committee concerning the Reform of the Calendar ;

Dr. HERTZ, Chief Rabbi of the United Hebrew Congregations of the British Empire ;

Rev. Dr. M. HYAMSON, President of the League for Safeguarding the Fixity of the Sabbath ;

¹ The National Committee of the United States of America proposes that the adjustment of the date for the vernal equinox and the adoption of an improved leap year rule be examined by the fourth General Conference on Communications and Transit. A document giving the views of the National Committee on this subject has been published separately. [Document 4th C.G.C.T. I. (Vol. I), Supplément].

Dr. Pinchas KOHN, delegate of the " Agudas Jisroël " ;
Dr. F. LEWENSTEIN, Chief Rabbi, Zurich ;
Professor Adolf KELLER, Secretary-General of the Ecumenical Council for Practical
Christianism ;
Mr. A. S. MAXWELL and Mr. L. H. CHRISTIAN, nominated by the General Conference of
Seventh-Day Adventists ;
Miss ACHELIS, President of the World Calendar Association ;
Mr. Broughton RICHMOND, Secretary of the International Calendar Association ;
Mr. Moses B. COTSWORTH, Director of the International Fixed Calendar League.

7. The Committee felt that, as its members did not represent the Governments of their respective countries and did not look upon themselves as the spokesmen of the whole public opinion of those countries, it could not possibly express any preference or offer any opinion on such problems as may become controversial in the Conference. The delegates at the latter are alone competent to express with authority the views of the nations which they represent. The Committee held that this report should merely put before the Conference a systematic summary of the questions with which the latter would have to deal and the ideas advanced, more particularly in the report of national committees on those questions, and submit to the Conference any suggestions the Committee might think desirable as to the Conference's procedure.

8. The Preparatory Committee would remind the Conference that, in the view of the Advisory and Technical Committee, which requested the Council to place on the Conference's agenda the questions relating to the fixing of movable feasts and the simplification of the Gregorian calendar, questions of an essentially religious character which may arise out of the discussion of such matters should be left entirely to the decision of the religious authorities concerned. The Conference would be called upon simply to co-ordinate and sanction the views of the various lay circles concerned, by placing on record the opinion of Governments from a purely economic and social standpoint. The Committee has adhered to this principle. While its enquiries might cover the possible effects of any particular proposed reform on the economic and social life of certain religious communities, the Committee felt that neither it nor the Conference itself had any authority to consider whether any particular proposed reform was incompatible with any particular religious belief.

Section 2.

FIXING OF MOVABLE FEASTS.

A. INCONVENIENCES OF THE PRESENT SITUATION AND PLANS FOR REFORM.

9. The report of the Special Committee of Enquiry into the Reform of the Calendar (document A.33.1926.VIII) gives a general survey of the disadvantages of the non-fixity of Easter and the other movable feasts. The date of Easter varies at present between March 22nd and April 25th — *i.e.*, over a period of thirty-five days, and involves a corresponding displacement of other movable festivals. This causes many inconveniences. School, university and judicial work and commercial interests, including those relating to transport, are particularly affected. The beginning of the scholastic year and some of its holidays are fixed, whereas others are movable. The same disadvantages apply to the judicial, administrative, industrial or popular holidays. Many commercial transactions and the transport services connected with them are severally prejudiced by the changing date of Easter ; in particular, business dealing with textiles, articles of fashion and the hotel-keeping industry. In a general way, the organisation of traffic and transport is disturbed by the changing date of Easter.

While the Special Committee of Enquiry felt that no decision on what is essentially a religious question was practicable without an agreement among the various high religious authorities concerned, it suggested that Easter should be fixed for the Sunday following the second Saturday in April. Naturally, if the question of Easter is separated from that of the general reform of the calendar or, to be more accurate, that of establishing a perpetual calendar, the term " fixing " in the strict sense of the word could not be applied to the reform scheme ; the expression " stabilisation " is the only correct term, because, if the calendar is not perpetual and if, as is almost universally considered, Easter must fall on a Sunday, its date will unavoidably oscillate within a seven-day period.

B. STATE OF PUBLIC OPINION.

10. With regard to the stabilisation of movable feasts, the Special Committee of Enquiry had already sought information from Governments and international organisations and, in its opinion, this information led to very definite conclusions.

11. The Special Committee consulted the International Chamber of Commerce which, in March 1923, adopted the following resolution confirmed by the resolution of its subsequent Congress in 1925 :

“ Whereas the Chambers of Commerce have repeatedly asserted both severally and collectively at different Congresses and Conferences that the adoption of a fixed date for Easter would be in the general interest, the Congress supports the recommendation of the London Chamber of Commerce and expresses the hope that the International Chamber of Commerce will take all necessary steps to bring about this long overdue reform. ”

The Congress held in Amsterdam in 1929 adopted the following resolution :

“ The International Chamber of Commerce, earnestly desiring that the date of Easter should be fixed without delay and that the calendar should be reformed, reaffirms at its fifth congress in Amsterdam its previous resolutions at the first congress at London, 1921, the second congress at Rome, 1923, and the third congress at Brussels, 1925.

“ The Chamber notes with satisfaction that several nations at the instance of the League of Nations have organised special committees to study calendar improvement and the fixing of Easter.

“ The Chamber urges that other nations should follow that same practical course and that the League should convene an International Conference to secure without further delay the improvement for which the world's commerce has so often asked. ”

12. The Special Committee also collected information from all the administrations which are members of the International Railway Union. The railways of Czechoslovakia, Estonia, France, Germany, Great Britain, Greece, Hungary, Luxemburg, Poland, Spain (Madrid-Saragossa-Alicante), Switzerland and the Oriental railways pronounced in favour of the stabilisation of Easter. Since the close of the work of the Special Committee of Enquiry, this investigation has been continued by the International Railway Union.

The Union, of which all the principal European railway administrations and certain others are members, arrived at the following conclusions : If all the public holidays were fixed, the preparations for working and traffic on those holidays could be more regularly and simply made ; Whitsuntide would always come under the summer time-table and not, as at present, sometimes before and sometimes after the change of time-table. Nearly all the administrations affected by the non-fixity of Easter think that the date should be fixed, and those which are not affected raise no objection. The administrations which are members of the International Railway Union are in favour of Easter being fixed on the Sunday following the second Saturday in April.

13. The Special Committee thought it particularly important to obtain on this question, in as many countries as possible, the views of persons concerned with education. A circular was accordingly sent to Governments. A great majority of Governments and educational authorities pronounced strongly in favour of the principle of stabilisation. In particular, secondary school authorities were of opinion that the stabilisation of Easter offered large advantages, inasmuch as the curricula could remain unchanged from year to year and the school terms could be more satisfactorily distributed over the year.

Certain Governments stated that, in their view, the principle of fixity or stabilisation was entirely a matter for the religious authorities to decide. The German Government, referring to a previous reply in favour of stabilisation, said that, before giving its opinion, it had consulted the various circles affected, including education authorities. The proposal for stabilisation had also been approved by the Governments of all the countries of the German Reich. The Danish Government said that, while the question presented no great importance for institutions of higher education, the inspectors of secondary schools most strongly recommended the stabilisation of Easter in view of its effect on curricula and holidays. Similar views were expressed by the Estonian and Spanish Education Departments, the Ministries of Education of Finland and France, and the Governments of Canada, Czechoslovakia, Greece, India, the Netherlands, New Zealand, Roumania, Sweden and Switzerland.

14. The same general demand for the stabilisation of Easter is found in the reports received by the Preparatory Committee from most national committees. According to the German Committee's report, the necessity of stabilising Easter is unanimously recognised in Germany, even by those who are not in favour of a more extensive reform. This question is regarded as of the first importance and it is felt that it must be settled even if a general reform cannot be carried through. In Austria the Federal Department of Railways gave an opinion in favour of the stabilisation of Easter. The Belgian Committee unanimously pronounces in favour of fixing Easter on the Sunday following the second Saturday in April. As the Cuban National Committee has expressed itself in favour of a fixed calendar of thirteen months, as proposed by Mr. Cotsworth, Easter would be fixed on April 15th in the new calendar (corresponding to April 9th in the Gregorian Calendar). The United States Committee finds opinion favourable for a fixed Easter.

15. The Spanish National Committee finds that the advocates of a fixed Easter are in a majority. To the questionnaire sent out by the Spanish Committee, 876 replies are in favour

and 174 are against. In a large number of replies, it is urged that the question be settled in agreement with the religious authorities. As to the date, the majority are in favour of the Sunday following the second Saturday in April.

According to the French Committee's report, French opinion is particularly favourable to the stabilisation of Easter ; indeed, opinion is unanimous on this point. Religious circles refer to the decisions of religious authorities, scientific circles raise no objection, economic and administrative circles do not merely approve the suggestion but urge that it should be speedily carried into effect, whether or not they are in favour of a general reform of the calendar, and all request that Easter should be fixed on the second Sunday in April. The Committee accordingly submitted to the French Government an opinion entirely favourable to the stabilisation of Easter and expressed the desire that every effort should be made to carry out this suggestion without waiting for a general reform of the calendar.

16. According to the British Committee's report, public opinion in Great Britain attaches more importance to this question than to any of the other changes that calendar reform would involve. Any scheme that did not include this stabilisation would be badly received and if the other proposed changes are to be seriously considered, it is important that the public should have an assurance that the reform in connection with the movable feasts will be carried through. Moreover, an Act of Parliament was passed in 1928 fixing the date of Easter on the first Sunday after the second Saturday in April. This Act was to come into effect on a date to be fixed by Order-in-Council. It provided for a draft order to be submitted to both Houses and approved by them. Before the draft order was framed, consideration was to be given to the official views expressed by any Christian church or institution.

The Greek National Committee recommends the stabilisation of Easter without indicating its preference for any given date.

The Hungarian National Committee held that the only question it was desirable to settle was that of the fixing of Easter and the other movable feasts. The Italian Committee, being opposed to a general reform of the calendar, expressed itself disinterested in the question of the stabilisation of Easter and preferred to abide by the decisions of the Roman Catholic Church.

17. The Netherlands National Committee's report advocates the fixing of Easter between April 8th and 15th — *i.e.*, either on the second Sunday or on the Sunday following the second Saturday in April. The Portuguese Committee is of opinion that, with regard to the stabilisation of Easter, the Portuguese public would accept the decision of the Holy See and of the other competent religious authorities.

18. According to the Swedish Committee's report, Swedish opinion generally seems favourable to the scheme for the stabilisation of Easter. With regard to the date it agrees to the Sunday following the second Saturday in April. The Swiss National Committee considers that the stabilisation of Easter should be carried out whether in conjunction with the reform of the calendar or independently ; it regards the Sunday following the second Saturday in April as the best date. The Polish National Committee also expresses itself in favour of the stabilisation of Easter but suggests, in view of the Polish climate, that Easter should be fixed on the Sunday following the third Saturday in April.

19. The Czechoslovak National Committee proposes the stabilisation of Easter round about April 15th. This question has attracted the special attention of the Czechoslovak Chambers of Commerce and Industry and has been discussed in great detail.

The Yugoslav National Committee also declares itself in favour either of the stabilisation or of the fixing of Easter without indicating its preference for any given date. The Committee has conducted an enquiry embracing the various administrative, social, economic and intellectual interests, and the replies received have been unanimous on this point.

C. INFORMATION RECEIVED AS TO THE ATTITUDE OF RELIGIOUS AUTHORITIES.

20. At the close of its work, the Special Committee of Enquiry stated that the stabilisation of Easter was a reform on which the Christian religious communities would have to pronounce before anything decisive could be done.

21. On November 2nd, 1923, at the request of the Advisory and Technical Committee for Communications and Transit, a circular letter was sent out to the religious authorities. This circular referred to the resolution adopted by the Advisory and Technical Committee, sitting in conjunction with persons appointed by the Holy See, by His Holiness the Œcumenical Patriarch and by His Grace the Archbishop of Canterbury. The resolution stated that it was clear from the declarations made :

(1) That, from the point of view of dogma, strictly speaking, the idea of the reform of the calendar, both with regard to the fixing of Easter and the more general question of the reform of the Gregorian calendar, did not meet with difficulties that could be considered insuperable ;

(2) That, in the opinion of all, no reform of the calendar and, in particular, no decision regarding the fixing of Easter — a question which is essentially a religious one — was practicable without an agreement between the various high religious authorities concerned ;

(3) That any disturbances in existing traditions, such as are involved by a reform, would not be justifiable and acceptable unless such changes were definitely demanded by public opinion for the improvement of public life and economic relations.

22. In reply to a circular letter, the Holy See, by means of a letter dated March 7th, 1924, from the Apostolic Nuncio at Berne, stated that any changes which might be made as regards the fixing of Easter, though they would meet with no difficulties from the point of view of dogma, would nevertheless involve the abandonment of deeply rooted traditions from which it would be neither legitimate nor desirable to depart except for weighty considerations connected with the general interest ; it added that it did not consider there was sufficient reason for changing what has been the perpetual usage of the Church handed down by immemorial tradition and sanctioned by Councils from early times. Even if, therefore, it were shown that some change in these traditions were demanded by the general good, the Holy See would not be prepared to consider the question except on the advice of an Œcumenical Council.

23. In a letter dated February 18th, 1924, the Œcumenical Patriarchate of Constantinople informed the Special Committee that the Pan-Orthodox Congress had decided at meetings held on May 23rd and June 5th, 1923, subject to a common agreement being reached between the Christian Churches, that the Orthodox Church would be prepared to pronounce in favour of the fixing of the date of Easter.

24. By a resolution of the Convocation of the Church of England dated April 28th, 1925, this Church expressed the opinion that, from the point of view of dogma, there was no reason why the Church should object to the choice of a fixed date for Easter ; but the Church of England could only consent to the proposed modification if it were accepted by the other Christian communities.

25. The Archbishop of York has since drawn the British Committee's attention to the following resolution adopted by the Upper House of the Canterbury Convocation and endorsed by the Upper House of the York Convocation :

“ Should a general agreement be arrived at in the Church on the object of the Easter Act of 1928, the Assembly is of opinion that the first Sunday following the second Saturday in April should be adopted as the date of Easter. ”

26. The Federal Council of the Churches of Christ in America, the German Evangelical Church Committee and the Council of the Federation of Swiss Protestant Churches have shown themselves in favour of the reform or have declared themselves ready to accept it. The same opinion was forwarded to the Special Committee by the representative of eighty-two Protestant Churches or Federations of Churches in America, Austria, Belgium, Czechoslovakia, Denmark, France, Germany, Great Britain, Hungary, Italy, Lithuania, the Netherlands, Norway, Poland, Roumania, Spain, Sweden and Switzerland.

27. To sum up, as the Special Committee of Enquiry found, the majority of the Christian Churches have declared their willingness to accept the stabilisation of the date of Easter on condition that such a step should simultaneously be accepted by all the Churches.

28. The Holy See emphasised that it did not think it possible, without very serious reasons, to depart from a time-honoured religious tradition, but agreed that if it were demonstrated that the fixing of the date of Easter would be universally beneficial it was ready to submit the question to an Œcumenical Council.

29. The Preparatory Committee has thought it advisable to lay this information once more before the Conference, without prejudice to the observations it has submitted in Section I of the present report, with regard to the main object of the Conference's discussions on the exclusively economic and social aspects of the stabilisation of Easter and of the reform of the calendar.

30. In order to meet the views of the Holy See, the object of the Conference, so far as the stabilisation of Easter is concerned, would be to ascertain whether the Governments represented consider, from a purely civil point of view, that, in the words of the above-mentioned letter from the Holy See, the stabilisation of the date of Easter is or is not “ demanded by the general good ”.

Section 3.

GENERAL REFORM OF THE CALENDAR.

A. DISADVANTAGES OF THE PRESENT CALENDAR AND SCHEMES FOR REFORM.

1. *Defects of the Present Calendar.*

31. The Special Committee of Enquiry pointed out the main defects, which, moreover, seem to be undisputed, of the present Gregorian calendar. It drew attention to :

(a) *The Inequality in the Length of the Divisions of the Year.*

The divisions of the year the months, quarters and half-years, are of unequal length. The months contain from 28 to 31 days. As a result, the number of days in the quarters are respectively 90 (91 in a leap year), 91, 92 and 93. The first half-year, therefore, contains two or three days less than the second.

Another result is that the months, quarters and half-years do not consist of a whole number of weeks. The weeks are usually split at the beginning and end of months, quarters, half-years and years.

The unequal length of months, quarters and half-years is a cause of confusion and uncertainty in economic relations, in the arrangement of all statistics and especially statistics concerning trade production, sales, transport accountancy, etc.

32. The fact that the months contain 28, 29, 30 or 31 days is responsible for the fact that all calculations of salaries, interest, insurance, pensions, leases and rent which are fixed on a monthly, quarterly, or half-yearly basis are inaccurate and do not correspond with one-twelfth, one-quarter or half of the year. In order to make daily calculations in current accounts with comparative certainty and speed, banks are obliged to make constant use of special tables. Moreover, in most of the countries of Europe, the unequal length of the months has led financial concerns to calculate deposit and current accounts on the basis of a year of twelve months of thirty days, or a year of 360 days, whereas in the discounting of bills the year is still reckoned at its exact number of days. Finally, the months, quarters and half-years do not contain an exact number of weeks.

(b) *Want of Fixity in the Calendar.*

33. The Calendar is not perpetual; it changes each year. The year, in fact, consists of 52 weeks plus one or two days. Thus, if first day of the year is a Sunday, in the following year it is a Monday (or even a Tuesday in the case of a leap year). Were it not for the extra day of leap year the calendar would only have seven different alternatives corresponding to the seven days of the week on which the year can begin; owing, however, to the extra day of the leap year, the exact reproduction of the calendar of any year only takes place once every 28 years. Thus, the day of the month falls each year on a different day of the week from the one on which it fell the previous year.

34. In consequence :

(a) The dates of periodical events can never be fixed with precision. Such a date can, in fact, only be determined in two ways — either by the day of the month (August 13th for example) or by the day of the week in the month (the third Tuesday in October). With the present Gregorian calendar, this double method is not precise, for, if the day of the month is fixed for periodical events, this day may sometimes fall on a Sunday or general holiday.

Each year, therefore, the authorities have to make a special decision, as, for instance, for the meeting of a tribunal, the convocation of Parliament, the dates of holidays, fairs, markets, administrative assemblies, the fixing of summer-time, etc. On the other hand, if a special day (the first Monday in the month, for example) is fixed for these events, other difficulties arise, as the date corresponding to this day varies continually from month to month and from year to year.

If the calendar were perpetual, the dates of these events could be fixed once for all. They would fall on the same dates as well as on the same days of the week.

(b) The position of the weeks in the quarters varies each year — that is to say, the weeks overlap the divisions of a year in a different way each time, and complications accordingly arise in the reckoning of accounts, statistics, etc.

(c) The first, fifteenth or last days of a month are sometimes Sundays.¹ When the first of a month falls on a Sunday, it is not possible to revise and verify immediately all the work of the previous months and quarters and to establish without delay the various comparisons which are essential from a business point of view. This is a serious disadvantage in respect of accounts and statistics. The fifteenth and the last day of the month are very important dates as regards the falling due and the payment of rents. When these dates are Sundays, the payments must be postponed or advanced.

(d) Finally — and this is perhaps the greatest drawback from a statistical and commercial point of view — since the various days of the week are not of the same value as regards the volume of trade, and the years and the months do not from year to year include the same number of individual weekdays, there can be no genuine statistical comparison between one year and another, while the various subdivisions of the year itself — the half-years, quarters and months — are likewise incapable of comparison.

¹ The Preparatory Committee notes that this disadvantage subsists and seems even to be aggravated in certain plans for calendar reform. Thus, in the plan of the International Fixed Calendar League, all months begin on a Sunday and in the plan favoured by the Brazilian Committee they all end on a Sunday. The supporters of this scheme state, however, that in case of a perpetual calendar, this state of affairs would not really give rise to such serious inconveniences, as business would necessarily and easily adapt itself to a state of affairs which would always remain the same.

2. Schemes of Reform.

(a) *Equalisation of the Quarters without establishing a Perpetual Calendar.*

35. In order to remedy, to a certain extent, the inequality in the length of the divisions of the year, without, however, instituting an unchanging calendar, it was proposed simply to carry out an approximate equalisation of the quarters. Each quarter would consist of two months of 30 days each and one month of 31 days and one of the quarters would include a "supplementary" day¹. It is contended by the promoters of this scheme that regularisation of the quarters would bring very real advantages as regards statistics of quarterly transactions, such as returns of stock-exchange transactions, bank accounts, etc., and for the comparison of statistics of meteorological averages. It would also simplify calculations to determine the day of the week on which a given date in a month falls in the course of a year. A less perfect and still simpler reform of this kind was proposed. It was suggested that the 31st day of August should be transferred to the end of February of the following year. These proposed reforms involve less disturbance of tradition than others. They involve only the difficulties inherent in any reform of whatever nature. The only question which they raise and which, indeed, has been raised, is whether their advantages would justify a change.

(b) *Perpetual Calendar involving 364 Days bearing Weekday Names, plus one "Supplementary" Day (Two in Leap Years) not bearing the Name of a Weekday.*

36. As already explained, the reason why the calendar is not perpetual is that a year consists of 52 weeks plus 1 day (or 2 days in leap year). This difficulty could be remedied by reducing ordinary years to 364 days and adding a "supplementary" week in certain years; but such a calendar — proposed by certain representatives of religious authorities opposed to a break in the continuity of the week — would, in the opinion of the Special Committee of Enquiry — and the Preparatory Committee acted in conformity with that opinion — be inferior to the existing calendar and cannot be considered at all. Any scheme of reform instituting a perpetual calendar without changing the length of the Gregorian year thus necessarily means that one day in the year (or two in leap years) must be regarded as "supplementary". The "supplementary" day which would be added annually to the days of the 52 weeks might be inserted at the end of the year (December 31st, if the 12-month year were kept, when quarters would be 31, 30 and 30 days long respectively, or December 29th, if 13 months of 28 days were adopted. The "supplementary" day in leap years would be inserted at a date to be selected).

37. Eliminating, as was done by the Special Committee, any scheme which changes the beginning of the year or divides the year into months of considerably different length, the Special Committee and National Committees, in considering calendar proposals involving the introduction of a "supplementary" day or days, devoted their consideration exclusively to the two following plans of reform :

(1) *Thirteen Months of Twenty-eight Days.* — The advantages claimed for this scheme as compared with the present calendar are as follows :

(1) Each month has the same number of days ; each month has the same number of days of the same name ; each month has, with the exception of civil and religious holidays, the same number of working days.

(2) Each month has the same number of whole weeks and no month contains fractions of a week at the beginning or the end. Each quarter has thirteen weeks.

(3) Discrepancies between the days of the week and the dates in successive months and years are avoided. It is easier to fix permanent dates for public meetings, law court sessions, educational courses, etc.

(4) The periods for which monthly salaries are calculated correspond with the periods of expenditure. Family and business budgets are simplified.

(5) The months are all comparable with the exception of holidays, and, since they contain an equal number of days and no fractions of weeks, require no adjustment. Wage payments for parts of weeks (in the case of monthly salaries) are avoided. Office work is considerably lessened and economy can be made when preparing book-keeping or statistical reports, in private or public business and certain scientific occupations, and in reckoning servants' wages.

38. It is contended, on the other hand, that this plan would involve the following disadvantages :

(1) The number thirteen is not divisible by 2, 3, 4 or 6.

(2) The quarters and half-years (at present comprising three months and six months respectively) would not contain a whole number of months.

(3) There would be thirteen monthly business balancings and thirteen monthly payments instead of twelve, involving to a certain extent increased work in connection with book-keeping and payments.

¹ An additional day would be added to one of the quarters in leap years.

(4) During the period of transition, this plan would mean a greater number of adjustments in comparing statistics and dates than would be necessary under the twelve-month system.

39. (2) *Twelve Months each containing Thirty or Thirty-one Days.* — In this scheme, the twelve months are retained, each quarter consisting — subject to the above-mentioned addition of one or more supplementary days — of two months of thirty days and one month of thirty-one days.

The advantages claimed for this system as compared with the present calendar are as follows :

(1) The half-years and quarters are equal and have a whole number of months and weeks — *i.e.*, thirteen weeks in the quarter.

(2) Quarters and half-years, with the exception of civil and religious holidays, can be statistically compared without adjustments for varying lengths.

(3) This system would involve little disturbance in established traditions and would involve less difficulty in the period of transition.

40. On the other hand, the following disadvantages have been pointed out :

(1) The months are not of the same length and are not directly comparable. Moreover, they differ as to the number and economic value of individual weekdays — *e.g.*, one may have five Saturdays and another five Sundays.

(2) It would seem less essential to equalise the half-years and quarters than the months, since accountings for these periods are less frequent and less important than monthly accountings.

(3) The months do not contain a complete number of weeks, thus involving, for instance, payments for fractions of a week at the end of a month where payments are made monthly.

(4) The dates do not fall on the same day of the week in each month.

B. STATE OF PUBLIC OPINION.

41. The following is a summary of public opinion in the several countries so far as it can be collected from the reports of National Committees : in some cases, the opinion recorded is that of particular circles or interests rather than that of the public at large.

Most of the reports indicate the methods of work of the National Committees, whereas others do not contain any indication as to how the Committees have arrived at their conclusions.

The German Committee made a very extensive enquiry to ascertain the attitude of the German people towards calendar reform and obtained replies from the principal organisations of industry, commerce and transport, from the big industrial leaders and from the Chambers of Commerce. The Association of German Teachers, the Association of Civil Servants, the Organisation of Commercial Employees and labour organisations have also stated their opinion on the question. The Austrian Government has communicated the results obtained up to the opening of the Fourth Conference from an enquiry instituted among organisations and institutions representing different classes of professional interest, thirteen of which communicated their opinion.

The Brazilian Committee set up four Sub-Committees, each of which was entrusted with the examination of one or more aspects of the question. These Sub-Committees were composed of persons especially competent to represent the different authorities or groups concerned ; such as, for instance : the Commercial Association of Rio de Janeiro, the Centre for Commerce and Industry, the Banking Association of Rio de Janeiro, the Associations of Commercial Employees, the Geographical and Agricultural Society, the Society of Engineers, women's associations, the Railway Accountancy Office, the Statistical and Meteorological Services, the Navigation Office, the Astronomical Observatory and labour organisations.

The British Committee drafted a memorandum summarising the principal disadvantages of the Gregorian calendar and explaining the two possible methods of reform and their advantages and disadvantages. A questionnaire accompanied this memorandum and both documents were sent to 601 organisations representing industry, commerce and various professions, including the chambers of commerce, rotary clubs and women's associations.

The Cuban Committee, which was appointed by decree of the President of the Republic, has drawn up a pamphlet in order to instruct the public in the question of calendar reform. This pamphlet has been distributed among all classes of society. The Committee has also organised a Press and wireless campaign, with a view to enlightening public opinion. Many replies and reform proposals have been received, which the Committee have taken into consideration in drawing up its report.

The Spanish Committee has undertaken an enquiry by means of questionnaires ; 523 replies have been received from enterprises and corporations of various kinds and 1,359 from private persons. The Spanish Press has displayed keen interest in the question and all professions, social classes, associations and groups of any importance have expressed their views.

The United States Committee conducted three enquiries and drew up two reports, the first in 1929 and the second in 1931. Questionnaires were sent to a large number of State or local organisations, representing industry, commerce and finance, science, public education, labour, journalism, agriculture and social interests. From these organisations, 1,433 replies were received. Further, a considerable number of individuals in America, distinguished in different fields of business and professional life have stated their opinions. The enquiry also asked for an opinion on the desirability for the United States of America to participate in an international conference on the question of calendar reform.

The French Committee undertook an enquiry into the attitude of the religious authorities (including the Protestant Federation of France and Israelite communities), of scientific circles; Bureau des Longitudes, Academy of Science and Astronomical Society of France, and of economic organisations representing the interests of producers and consumers; of city and country life, of transport and tourism and of labour organisations. The Confederation of Intellectual Workers was also consulted.

The Hungarian Committee first drew up a report explaining the question of calendar reform and the work done by the League of Nations in this matter, reproducing also three plans for calendar reform which had been selected by the Committee of Enquiry. This report was sent to religious authorities and to organisations representing economic interests, banking, transport (inland and maritime navigation, aviation, railways, post, telegraph and telephone services) to the automobile club and the touring club, asking them for an opinion on the matter.

The Netherlands Committee issued a circular letter to which two comprehensive questionnaires were attached. This letter was sent to organisations representing industry and commerce, navigation, railways and tramways, banks, insurance companies, educational authorities, the Press, labour and women in charge of households.

The Polish Committee tried to ascertain through lectures, meetings and the circulation of questionnaires, the opinion of institutions and organisations representing the majority of the populations interested in the question. Among the organisations consulted were the following: the Institute for Scientific Organisation of Labour, the Polish Committee on Standardisation, the Chamber of Commerce and Industry and the Warsaw Observatory. On the other hand, representatives of all the confessions in Poland had the opportunity of giving their opinion.

The Portuguese Committee first drew up a report explaining the work done by the League of Nations in order to educate public opinion. It then organised lectures and published articles in the Press for the same purpose. Finally, a questionnaire was sent out to 299 institutions and organisations representing public administrations, scientific and educational institutions, commercial, industrial and agricultural interests, finance, journalism, religious authorities and organisations, women's associations and labour organisations.

The Swiss Committee sent out a circular letter with an explanatory report and a questionnaire to different authorities and organisations, especially to ecclesiastical and political authorities, representatives of science and schools, commercial and industrial associations, arts and crafts, agriculture, banks, insurance associations, transport undertakings, hotel businesses, employers and employees.

The Czechoslovak Committee, which was set up under the aegis of the Prague Chamber of Commerce and Industry, has conducted a far reaching enquiry among the authorities and associations representative of the various economic, social, scholastic, legal and professional interests.

The Yugoslav Committee has conducted an enquiry among the organisations representing the various social, economic and intellectual interests and has consulted the competent authorities.

The International Railway Union made two enquiries among the administrations which form the Union: the first in May 1930 and the second at the beginning of 1931. Twenty-two administrations communicated their opinions.

1. Desirability of a Reform remedying the Disadvantages of the Existing Calendar.

The disadvantages of the existing calendar are not disputed in any report, but, as regards public opinion in their respective countries, it would appear from the reports submitted by the French, British, Italian and Yugoslav Committees, as well as from oral information given by the representative of the Argentine National Committee to the Preparatory Committee, that public opinion as a whole does not seem keenly interested in calendar reform.

The British Committee finds that public opinion, whether general or particular, is little interested in plans of calendar reform, apart from the stabilisation of Easter.

All the members of the Italian Committee, including the member representing overland transport and inland navigation, while considering that Italy cannot remain outside a movement for the simplification of the calendar if such a movement is of an international character, thinks that the time is not yet favourable for carrying out this reform and that its advantages still appear problematical and its disadvantages serious. On the other hand, according to the German Committee's report, the necessity for a reform of the existing calendar is generally recognised in Germany. Among the replies received from the organisations consulted by that committee, nine-tenths are in favour of calendar reform, and these organisations in general display a keen interest in the question. The work of the United States Committee gives a similar impression as regards the interest taken in the question of calendar reform by the American public. Of the 1,433 replies received to the questionnaire, 80.5 per cent are in favour of calendar simplification and 82 per cent declared themselves in favour of the participation of the United

States in an international conference on calendar reform. The Swedish Committee considers that it is essential to proceed cautiously in the matter and that no change should be made in the existing system unless it is to bring definite and important advantages. The Committee is of opinion, however, that the enquiries undertaken must be carried on with a view to elucidating all aspects of the problem. The Swiss National Committee is of opinion that the simplification of the Gregorian calendar is both desirable and expedient, so long as no more changes are made in the habits and customs of the people than are really necessary. Of the replies received, 93 per cent are in favour of a simplified calendar. The Portuguese Committee states that, although the public is somewhat apathetic with regard to the question, the replies received to the questionnaire which it sent out show, in its opinion, that the Portuguese public as a whole is favourable to calendar reform. Lastly, the Brazilian Committee's report seems to show that public opinion in Brazil is favourable to reform.

The Yugoslav Committee has discovered that interest in this question is comparatively slight and attributes this to the fact that the Yugoslav public has for some time been awaiting an agreement between the Christian churches established in the country as to the rule to govern leap year. One of these churches observes the Julian calendar and the other the Gregorian calendar. This difference gives rise to such manifest inconveniences that, in comparison, the inconveniences attributed to the Gregorian calendar appear much less serious. The Committee has, however, noted that a reform such as that contemplated by the League of Nations would put an end to the difference mentioned above.

The International Railway Union reports that the great majority of the administrations were in favour of a reform, but that opinions were divided as to the solution to be adopted.

2. *Equalisation of Quarters without Establishment of a Perpetual Calendar.*

42. The French Committee sets aside any scheme of reform which would not make the calendar perpetual, as it considers that a universal and perpetual calendar alone would justify a reform. On the other hand, the British and Argentine Committees consider that, as public opinion in Great Britain and the Argentine is not prepared for an extensive change such as would be involved by the establishment of a perpetual calendar, it would be desirable to study a plan involving only the equalisation of the quarters. In the case of there being a universal movement in favour of the adoption of one blank day in normal years and two blank days in leap years, the Argentine Committee would prefer a plan for a twelve-month calendar with four equal quarters. The Hungarian Committee is in favour of a plan for the equalisation of quarters as, in its opinion, it would remove the most serious drawbacks of the Gregorian calendar, while the proposals involving the introduction of "supplementary" days seem to it contrary to tradition and to religious sentiment. The Italian Committee similarly recommends that the reform at the most should be confined to rounding off the number of days composing each month, so as to have three equal quarters of 91 days and one supplementary quarter of 92 days. The Netherlands Committee is also opposed to "supplementary" days and states that it has no objection to the equalisation of the quarters. The Swiss Committee thinks that if a perpetual calendar were not established — which it would consider a great disadvantage — a relative equalisation of the twelve months of the year would still be desirable.

3. *Establishment of a Perpetual Calendar.*

43. The reports of the Committees of Belgium, Brazil, Cuba, Czechoslovakia, France, Germany, Greece, Poland, Portugal, Spain, Switzerland, the United States of America and Yugoslavia think the establishment of a perpetual calendar desirable. The Committees of Hungary, Italy and the Netherlands declare themselves opposed to the institution of a perpetual calendar involving the introduction of "supplementary" days.

44. The opposition to the introduction of "supplementary" days was particularly marked in the case of two religious confessions, whose representatives were heard by the Preparatory Committee — *viz.*, the Jews and the Seventh Day Adventists. These communities consider that this reform would result in serious drawbacks from the economic and social points of view. The Jewish religious authorities, for example, although keeping for religious purposes a separate calendar of their own and believing that the Sabbath should always be celebrated on the seventh day of each week in uninterrupted succession, the disturbance made in the regular cycle of weeks by the introduction of one or two "supplementary" days would have the result that the Sabbath would no longer always coincide with the Saturday of the civil calendar, as is the case at present but would have to be celebrated in turn on different days of the week. It would be the same for the Seventh Day Adventists. The representatives of Jewish circles declare that this situation would render the observance of the Sabbath difficult to reconcile with social requirements such as school attendance for children, and economic necessities such as the exercise of professions, etc. ¹

¹ It was urged on behalf of the Jews that the employer of labour might have to dispense with the services of his Jewish employees on the weekday coinciding with the Jewish Sabbath. The employee would have to sacrifice his wages on that day; and the difficulty of finding employment would be greatly increased for the Jewish applicant.

The representatives of the Seventh Day Adventists also consider that a reform involving days outside the week would have serious consequences for the religious groups from the point of view of the strict observance of the seventh day.

45. The advocates of the institution of a perpetual calendar, on the other hand, urge that the drawbacks from the economic and social points of view, which would be suffered by a minority as a result of the reform, should not prevail against the advantages which such a reform might have for a large majority. They also pointed out that, in their opinion, the fears expressed above were perhaps exaggerated; that, for example, in the case of the Jews, the obligation of school attendance on Saturdays, which at present exists in a certain number of countries, has not given rise to any protest on the part of the Jews in these countries and that, as regards the exercise of professions, if the Sabbath did not necessarily coincide with Saturday, the situation would not be materially different for Jews from that which existed a few years ago when business activities were pursued on Saturdays in the same way as on other days.

46. The two plans of reform implying the principle of the introduction of "supplementary" days have met with a reception in the different countries which may be described as follows:

47. (1) *Thirteen Months of Twenty-eight Days.* — In Germany, in the course of the enquiries undertaken by the German National Committee, one-third of the replies received were in favour of this proposal. The Committee adds that it has not been possible to appraise the relative value of the replies received in favour of one or other of the two proposals, owing to the disproportion which exists between the bodies consulted from the point of view of their importance. The German railways particularly, as well as many other large business concerns, declared themselves to be in favour of the thirteen-month plan.

In Austria, the Daily Newspaper Publishers' Association pronounced in favour of a perpetual calendar of thirteen months.

In the United States of America, the enquiries conducted by the National Committee elicited a majority of replies in favour of this plan. The Committee observed that a considerable number of commercial and industrial undertakings in the United States and other countries used auxiliary calendars to remedy the drawbacks of the present calendar and that in most cases these calendars divided the year into thirteen months of twenty-eight days. The adoption of these auxiliary calendars, despite the drawback for these undertakings of having to use two calendars — since they need the ordinary calendar for their outside transactions — seems to show the superiority of the thirteen-month calendar from the economic point of view. The number of undertakings using such a calendar is said to be rapidly increasing. Nevertheless, the adoption of auxiliary calendars can only provide a solution for very big undertakings, small ones being unable to bear the drawbacks and expenses involved by the use of two calendars. All the replies received from undertakings having made practical use of a thirteen-month calendar are favourable to this system; and the great majority of these undertakings ask for its universal adoption in the form of a perpetual calendar.

The Cuban Committee decided unanimously to express itself in favour of the thirteen-month calendar as proposed by Mr. Cotsworth, as the vast majority of the replies received were in favour of this calendar.

The French Committee has recommended that the question of the total reform of the calendar at present in use should be submitted to public opinion in France, as it has been in other countries, through their National Committees and that active propaganda should be carried on in order to enlighten the public as to the benefits of such reform, which could only be carried out with the unanimous approval of all civilised countries. It expressed its preference for a total reconstruction of the Gregorian calendar and the adoption of a thirteen-month calendar which it considers to be the most logical solution.

The Spanish National Committee recommends the adoption of a perpetual calendar of thirteen months, which obtained a large majority of votes as a result of the enquiry instituted.

Similarly, the Portuguese Committee has declared in favour of a year of thirteen months.

The same applies to the Committees of Poland and Czechoslovakia. The Polish Committee, in particular, expressed the opinion that the thirteen-month plan distinguished itself by its clearness and simplicity, which would facilitate international relations, and that the advantages of this plan would justify the reform of the calendar and the sacrifices which large masses of the population opposed to reform would be called upon to make.

The Czechoslovak Committee draws special attention to the fact that such a calendar would permit of the establishment of complete harmony between economic activity and the appropriation of salaries. It would, moreover, be found very valuable by farmers and especially stock breeders (period of gestation of various animals). Certain establishments in Czechoslovakia have already introduced the calendar of thirteen months as an auxiliary calendar and state that it works satisfactorily. In the opinion of the Committee this proved that such a calendar meets the requirements of modern economic life.

The Brazilian National Committee has declared itself to be entirely in favour of this plan, which conforms to the tradition of Auguste Comte — who, in 1849, proposed his historical calendar of thirteen months of twenty-eight days — which tradition is particularly alive in Brazil. The Belgian and Swiss Committees, on the other hand, while being favourable to a perpetual calendar, are opposed to a thirteen-month calendar.

The Yugoslav Committee reports that the majority of the replies to the questionnaire which it sent out are in favour of a perpetual calendar of thirteen months.

In the course of the studies undertaken by the International Railway Union, the majority of the railway administrations were in favour of a thirteen-month calendar, especially the railways of Germany, Great Britain, Italy and Poland.

(2) *Twelve Months of Thirty or Thirty-one Days each.* — The German Committee noted that, in Germany, subject to the reservation indicated above, the greater part of the replies given in the course of its investigations were in favour of this proposal. The Belgian Committee also supports this plan.

The Greek Committee pronounced in favour of a perpetual calendar of four quarters, each consisting of two months of thirty and one month of thirty-one days. This resolution was unanimously approved by the members of the Committee with the single exception of the representative of the State Railways, who held a different view.

The Swiss Committee proposes that the year should consist of twelve months divided into four quarters, the first three of ninety-one days (31, 30, 30) and the last of ninety-two days (by the insertion of one "supplementary" day); the three hundred and sixty-fifth day of the year would follow December 30th and would be called Silvester; the leap-year day would follow June 30th and the year would always begin on Sunday, January 1st.

The French railways expressed a similar opinion in connection with the enquiry conducted by the International Railway Union.

C. ATTITUDE OF THE RELIGIOUS AUTHORITIES.

48. The communication made by the Holy See, in reply to an enquiry on the part of the Advisory and Technical Committee for Communications and Transit, which has been mentioned above, appears to refer, not only to the question of the stabilisation of Easter, but also to the general reform of the calendar. The statements made to the Special Committee of Enquiry appear to show, however, that the general reform of the calendar, apart from the stabilisation of Easter, would perhaps not be regarded by the Holy See as of such a pre-eminently religious nature as the question of the stabilisation of movable feasts.

The reply from the Œcumenical Patriarchate to the same enquiry states that the Œcumenical Patriarchate will agree to the reform if it is accepted by all the other Christian churches. Similarly, the Archbishop of York, in a letter dated February 12th, 1931, addressed to the British Committee, stated that he did not think it was possible to say that the opinion of the Anglican Church on the reform of the calendar was accurately known, but that he was nevertheless convinced that no objection would be raised on the Anglican side, provided it was certain that the adoption of this reform would not lead to divergent practices among Christians.

The opinion of the Israelite groups and the Seventh-Day Adventist group on the reform has already been given in connection with the economic and social repercussions of the reform in the case of those communities.

The Preparatory Committee has received from the Federal Council of the Churches of Christ in America a communication to the effect that, in the Federal Council's opinion, the proposals for the simplification of the calendar do not involve any question of morality or religion and are outside the sphere of action of the Federal Council. With the co-operation of this Council, the National Committee subsequently sent a questionnaire to the ministers at the head of the various sects, asking for their personal opinions. Out of 1,500 replies received, not including the Seventh-Day Adventists and Seventh-Day Baptists, who are opposed to the reform, 75 per cent were in favour of the simplification of the calendar and the adoption of a fixed perpetual calendar.

The foregoing particulars in regard to the attitude of the religious authorities are submitted to the fourth general Conference on Communications and Transit, in the same way as those concerning the attitude of the religious authorities towards the stabilisation of Easter, without prejudice to the observations submitted by the Preparatory Committee at the beginning of its report with regard to the scope of the discussions of the Conference.

Section 4.

PROCEDURE OF THE FOURTH GENERAL CONFERENCE

49. The Advisory and Technical Committee for Communications and Transit asked the Preparatory Committee to submit to the Conference helpful suggestions in regard to the procedure to be followed by the latter in discussing the questions dealt with in the present report.

Like the Advisory and Technical Committee, the Preparatory Committee considers that, in examining problems which have rarely been the subject of official international discussion, and are thus likely to be of a somewhat delicate nature, it would be expedient for the Conference to sit in committee from the outset, according to the precedent adopted by the first general Conference on Communications and Transit, for the examination of certain questions. The discussions would be freer, and the opinions expressed would not bind the Governments immediately. The results of the discussions in committee would then be communicated to the Conference at a plenary meeting, and at the second stage the latter might with advantage set up a small committee to consider the points on which an agreement could be reached between the Governments, and the form which it might take.

The Preparatory Committee would suggest to the Conference sitting in committee that the question of the economic and social aspects of the stabilisation of Easter and the question of the economic and social aspects of the general reform of the calendar should be examined separately and consecutively. As regards the general reform of the calendar, it might perhaps be advisable to discuss the following points separately and in turn: (1) the drawbacks of the present calendar; (2) the principle of the establishment of a perpetual calendar and the respective

merits of the perpetual calendar and of the calendar simply involving the equalisation of the quarters, without the introduction of " supplementary " days ; (3) the respective advantages and inconveniences of the two definite plans for a perpetual calendar — *i.e.*, a year of thirteen months and a year of twelve months.

In the Preparatory Committee's opinion it would also be advantageous for the Conference, during its discussions, to distinguish between two groups of questions — namely, those relating to the desirability of the reform of the calendar either in general or according to some particular plan, and those questions concerning the possibility of the immediate introduction of the reform.

At the conclusion of its work, the Conference will have to consider what action could be taken on the results of its discussions as regards decisions within the competence of the religious authorities. In accordance with the decision of the Council of the League, the religious authorities concerned will have the right to be represented at the Conference by observers. It would nevertheless be useful if the Conference could make suggestions as to the manner in which — possibly following the procedure of the Advisory and Technical Committee with regard to the work of the Special Committee of Enquiry — the observations or decisions of the religious authorities concerned might be transmitted to Governments, in order that the competent organs of the League might assist the Governments, immediately upon receipt of communications from the religious authorities, to take such action as, from a non-religious point of view, may be involved by the decisions of the Conference.

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This Congress of the International Chamber of Commerce approves the resolutions adopted by the Preliminary Commission for the reform of the Calendar — that is to say, the principle of the convocation at an early date of a special Congress grouping together representatives of science and business and of religious bodies, and entrusted with the task of adopting an unchangeable and perpetual calendar.

ROME RESOLUTION, 1923.

Whereas the desirability of fixing the date of Easter in the interests of all sections of the community has been repeatedly affirmed by Chambers of Commerce individually and collectively at various Congresses and Conferences for many years past,

This Congress,

Adopting the resolutions of the London Chamber of Commerce :

Recommends that the International Chamber of Commerce take all possible steps towards the accomplishment of this long-delayed reform.

BRUSSELS RESOLUTION, 1925.

This Congress of the International Chamber of Commerce,
Having regard to the worldwide expression of opinion in favour of fixing the date of Easter :
Reaffirms the resolutions adopted at the Second Congress of Rome, 1923, calling upon the International Chamber of Commerce to take all possible steps towards the accomplishment of this long-delayed reform.

This Congress takes cognisance of the useful work already performed by the Chamber in pressing the question at the League of Nations, and

Decides that the Chamber will renew its efforts in this and other directions so that the resolutions may be carried into effect at the earliest possible date.

AMSTERDAM RESOLUTION, 1929.

The International Chamber of Commerce,

Anxious that the date of Easter should be stabilised without delay and that the calendar should be reformed :

Reiterates at its fifth congress in Amsterdam its previous resolutions of its first congress (London) in 1921, its second congress (Rome) in 1923, and its third congress (Brussels) in 1925.

The Chamber records with satisfaction that several nations, at the instance of the League of Nations, have organised special committees to study calendar reform and the stabilisation of the date of Easter.

The Chamber urges that other nations should follow the same practical course and that the League convene an international Conference to secure without further delay the reform commercial interests have so often demanded.

ANNEX 5.

VIEWS OF THE UNITED STATES NATIONAL COMMITTEE ON
CERTAIN POINTS SUBMITTED BY THE PREPARATORY
COMMITTEE FOR EXAMINATION AT THE CONFERENCE.

THE PERPETUAL CALENDAR.

We understand that by a perpetual calendar is meant a calendar in which each year always begins on the same day of the week. Such a calendar would fix the days of the week to perpetual dates from year to year.

We consider the fixity of the weekdays to perpetual dates is the primary essential of any reform of the calendar. Without this fixity, any plan of calendar reform that might be adopted would have the same serious disadvantages as this defect causes in the present calendar. To state them specifically :

(a) There would be seven patterns of the calendar for ordinary years and seven for leap years, requiring the use of calendar tables as at present.

(b) No week in any one year would be the same as the corresponding " week " in a previous year. This is a defect of the present calendar which causes difficulties in making comparison and analyses of economic and scientific data based on the week as a unit — as, for example, railroad traffic and weather statistics for each week from year to year. A week may begin on January 1st, but five or six years later this " same " week begins on January 6th, and becomes practically the second week of the year instead of the first.

(c) Neither the months, quarters, nor half years would be the same from year to year in the composition of the days of the weeks they contain. It is especially important that the months should be the same in the composition of their days of the week, otherwise, for economic uses, no month in one year can be directly compared with the same month of the previous year, since different days of the week have different economic values.

(d) The weeks would overlap the months, quarters and half years in a different way each year just as in the present calendar. Incessant change of the position of the weeks in the months would deprive them of the uniformity necessary for economic purposes. The months would contain fractional parts of weeks as at present.

(e) The dates of periodical events could not be fixed with precision. This is a serious defect of the present calendar.

(f) Holidays would continue to fall on a different day of the week each year, or in cases in which holidays are determined by a day of the week, such as Labour Day and Thanksgiving Day in the United States, they would continue to fall on a different date each year.

(g) If any country should desire to adopt the proposal to celebrate all holidays on Monday because of the social and economic advantages that would be obtained from combining holidays with Sunday, some of these advantages would be lost because the dates of the holidays would change each year as at present.

THE EQUALISED-QUARTERS UNFIXED CALENDAR.

We believe that a calendar simply involving the equalisation of the quarters without being made perpetual offers such slight advantages over the present calendar that it would not be worth the trouble of making the change.

The advantages claimed with regard to quarterly stock exchange transactions, bank accounts, etc., would be relatively slight compared with the disadvantages resulting from unequal months and changing weeks on which such statistics are largely based, and which have a far greater economic value. With regard to the claim of advantage in the comparison of meteorological statistics, such statistics are chiefly based on the week and the month, the most important being weekly statistics which are subject to the variability of the position of a given week from year to year.

The plan most advocated for this type of calendar is merely to suppress the thirty-first day of August and add an extra day to February, with the result that the quarters would have 91, 91, 91 and 92 days.

We cannot but regard this plan as an academic fancy. Who would be benefited by this change? What advantage has it over the present calendar sufficient to ask people to take the trouble of making the change?

It not only fails to remedy the disadvantages of the present calendar inherent in its lack of fixity, but it fails to correct the inequality of the months or make them commensurable with the weeks. Its equalised quarters would consist of months arranged in a sequence that is no less irrational than that of the present calendar, as follows: 31, 29, 31; 30, 31, 30; 31, 30, 30; 31, 30, 31 — and none of them divisible by seven.

We believe a World Conference on calendar reform would be subject to criticism if it offered nothing better than this to correct the defects of the present calendar.

ANNEX 6.

[4th C.G.C.T.12]

DRAFT DECLARATION REGARDING THE ECONOMIC AND SOCIAL ASPECTS OF FIXING MOVABLE FEASTS SUBMITTED BY THE CO-ORDINATION COMMITTEE.

Whereas this Conference is called upon to give its opinion on the expediency from an economic and social standpoint of stabilising the movable feasts;

Whereas the present instability of movable feasts disturbs the regularity of industrial, financial, commercial and judicial activities, as well as the application of a normal plan of school and university studies;

Whereas the Easter season being almost universally a holiday period, the stabilisation of this festival at a suitable time would offer genuine advantages to the population as a whole, and especially to employers and employees in all branches of industry, finance and commerce;

Whereas large sections of the population and particularly economic circles and those interested in education have expressed the almost unanimous desire that movable feasts should be fixed;

Whereas stabilising the movable feasts is a pre eminently religious question and any solution of the subject therefore depends on the free decision of the religious authorities;

And whereas the Conference has noted that, according to the views expressed by the Special Committee on Calendar Reform, which included representatives appointed by the Holy See, His Holiness, the Ecumenical Patriarch, and His Grace the Archbishop of Canterbury, consideration of calendar reform, as regards both the fixing of Easter and the more general question of the reform of the Gregorian calendar, does not encounter difficulties which can be regarded in advance as insurmountable;

And whereas the Conference has also noted that, by a letter dated March 7th, 1924, sent to the Secretary-General of the League of Nations through the Apostolic Nuncio in Switzerland, the Holy See announced that, if it were proved that the general welfare called for changes in the venerable traditions at present followed in determining ecclesiastical feasts, particularly the feast of Easter, the Holy See would only examine the question after a preliminary recommendation by an Œcumenical Council ;

And whereas, in the preliminary proceedings, the other religious bodies interested have raised no objection to the fixing of movable feasts provided that such reforms meet with the approval of all the Christian churches ;

And whereas it is the duty of the Conference to voice the opinion of the Governments on the secular aspects of stabilising Easter and the movable feasts dependent thereon ;

The General Conference declares :

(1) That the Governments whose representatives at the Conference have voted for this declaration, or who inform the Secretary-General of the League of Nations before May 1st, 1932, that they endorse this declaration, consider, from the economic and social standpoint, that the common good calls for the stabilisation of movable feasts.

(2) That most of the Governments which support the present declaration express a preference for the fixing of the feast of Easter on the Sunday following the second Saturday in April.

The Council of the League of Nations is asked to convey this declaration to the religious authorities concerned, expressing the hope at the same time that these authorities will consider it in the most favourable spirit, with a view to such action as they may be prepared to take in the matter. The Council is also requested to notify before April 30th, 1933, the Governments invited to the Conference of any views expressed by the religious authorities on this declaration and on the action which they may propose to take upon it.

ANNEX 7.

[4th C.G.C.T.11]

REPORT BY THE COMMITTEE ON THE VERIFICATION OF CREDENTIALS.

The Committee appointed by the Conference to verify the credentials of the delegates has examined the documents submitted by the forty-two delegations taking part in this Conference which were communicated to it by the Secretariat.

It noted that the delegates of the following States had received full powers from the Head of the State :

| | | |
|----------------|-------------|-------------|
| Albania | Germany | Sweden |
| Czechoslovakia | Netherlands | Switzerland |
| Estonia | Norway | Turkey |

Finland produced full powers from the Minister of Foreign Affairs.

France presented a decree from the President of the Republic appointing its delegates to the Conference.

The delegates of the following States have been accredited to take part in the Conference by a letter or telegram sent to the Secretary-General of the League of Nations either by the Minister for Foreign Affairs, or by their Legation in Switzerland, or by the permanent representative accredited to the League of Nations, or by a personal letter of credentials :

| | | |
|-----------------------|------------------|--------------------------|
| Argentina | Egypt | Peru |
| Austria | Great Britain | Poland |
| Belgium | Greece | Portugal |
| Bulgaria | Hungary | Roumania |
| Canada | Irish Free State | Siam |
| Chile | Italy | South Africa (Union of) |
| China | Japan | Spain |
| Colombia | Latvia | United States of America |
| Cuba | Lithuania | Uruguay |
| Danzig (Free City of) | Luxemburg | Yugoslavia |
| | Mexico | |

The Credentials Committee considers the representatives of the above-mentioned countries to be duly accredited to take part in the proceedings of the Conference.

The Governing Commission of the Saar Territory has also sent a representative to the Conference.

ANNEX 8.

[4th C.G.C.T.13]

DRAFT RESOLUTION SUBMITTED BY THE CO-ORDINATION
COMMITTEE.

The Conference decides to transmit to Governments invited to the Conference the following survey of the economic and social aspects of the simplification of the Gregorian calendar.

SURVEY.

The Conference has taken cognisance of the report of the Preparatory Committee on the question of the economic and social aspects of the simplification of the Gregorian calendar and has heard the statements of the representatives of the various Governments as well as the additional information supplied by some of these with regard to the desiderata of the various National Committees. The Conference was almost unanimous in coming to the conclusion that the present time is not a favourable one, taking into account the state of opinion, for considering the application in the immediate future of a reform of the Gregorian calendar.

Most of the delegations to the Conference have clearly recognised that the present calendar has certain disadvantages, as explained in the report to the Preparatory Committee, and have expressed an opinion that it would certainly be desirable in principle to secure a simpler measure of time more accurately appropriate to the needs of modern economic and social life. A great number of delegations also thought that, as any reform of the calendar, however moderate, would involve a rather awkward change in century-old habits, it would be preferable not to consider any reform which would not remedy the most serious defects of the present calendar; that, for instance, a mere equalisation of quarters would not be accompanied by advantages sufficient to counterbalance the difficulties which must necessarily be encountered in connection with any modification of traditions or any period of transition. It was also pointed out that such a small change from the present calendar would not confer any noticeable benefits on future generations.

The Conference examined the respective merits of the perpetual calendars of twelve and thirteen months as set out in the report of the Preparatory Committee. Most delegations thought that the thirteen-month calendar was theoretically more perfect, particularly if appropriate measures could be contemplated for the purpose of safeguarding existing contracts during the transitional period, but most of them also held that the perpetual calendar of twelve months possessed the advantage of disturbing acquired habits to a much smaller extent.

The introduction of supplementary days bearing no weekday name, a necessary adjunct in practice to all perpetual calendars, roused the opposition of various religious communities and certain social organisations, whose representatives were heard by the Conference. Two delegations expressed the same view. Most delegations were agreed that, failing a strong movement of opinion in favour of a perpetual calendar, that opposition would, at least in certain countries, make it very difficult if not impossible to introduce the perpetual calendar. It was suggested to the Conference in this connection that, if this situation continued, it would be possible to make appreciable improvements in the present calendar without introducing a perpetual calendar, by adopting a non-perpetual calendar of thirteen months without the introduction of supplementary days. That calendar would not permit, so accurately as a perpetual calendar, an exact comparison of corresponding periods in different years, but would nevertheless, in the opinion of its advocates, have the advantage of dividing up the year rationally, and of allowing an exact comparison to be made between periods within the same year. It would also do away with the drawback of having weeks divided between two successive months.

In the same connection, the Conference's attention was drawn in particular to the use, which is becoming more and more extensive among large commercial and industrial undertakings, of an auxiliary calendar, usually based on the division of the year into thirteen months. It was suggested that the experience gained in this matter should be properly co-ordinated; if the use of these auxiliary calendars became sufficiently general among commercial and industrial organisations and among statistical institutions, and particularly if they were employed by public authorities, it would gradually be possible for public opinion to perceive more clearly the consequences of a simplification of the calendar. It was also suggested that it was even possible that, if this were done, certain States in whose territories these calendars came into general use might think fit in due course to confer upon them an official character as auxiliary calendars recognised in certain official or private economic activities concurrently, at all events for a certain time, with the use of the ordinary calendar.

The Conference considered that the efforts of the Advisory and Technical Committee for Communications and Transit, through its Special Committee for the Reform of the Calendar, through the National Committees set up in consequence of a resolution of the League Assembly, and through the Preparatory Committee for the Conference, had not been in vain.

For the first time, public opinion as a whole has begun to be in a position seriously to discuss the advantages and drawbacks of the simplification of the Gregorian calendar. For the first time it has begun to perceive clearly that it rested with it alone to take whatever decision it considered advisable with regard to this simplification. It is also for the first time that Governments in general have been brought to regard the simplification of the calendar as a definite question capable of discussion between them in the course of official deliberations. The preparatory work mentioned above, and also the discussions in the Conference, to which Governments will doubtless devote attention, will, for the first time, provide the competent Government departments with the material necessary for a considered decision.

In view of the situation set forth above, the Conference did not think fit to express any opinion on the principle of calendar reform, but the Advisory and Technical Committee for Communications and Transit will follow up the efforts which will doubtless continue to be made for the purpose of enlightening opinion as to the advantages or difficulties of a reform. It will also keep the Governments regularly informed on the matter. It will thus continue its task, which has always consisted, not in any particular propaganda, but in the impartial enlightenment of public opinion on an economic and social problem which, as experience has shown, and whatever the arguments advanced for or against the reform of the calendar, arouses a lively interest in a large number of countries throughout the world.

ANNEX 9.

TELEGRAM RECEIVED FROM LONDON BY THE
WORLD CALENDAR ASSOCIATION ON OCTOBER 17TH, 1931,
TRANSMITTING A SIGNED STATEMENT BY MAHATMA GANDHI
ON THE SUBJECT OF CALENDAR REFORM.

In India, there are several calendars in current use. Many racial groups have their own calendars, in which the year begins on a different date and ends on a different date. In these calendars, different holidays are observed, and this results in much confusion.

It would be a splendid thing if our 350,000,000 people could have a single unified calendar. As most of the Indian calendars are arranged on a twelve-month basis, it would obviously be easier to meet on this common ground. I am in favour of such a calendar. I am in favour of a standardised calendar for the whole world, just as I am in favour of a uniform coinage for all countries and a supplementary language — like Esperanto, for instance — for all peoples.

I have been informed of, and I welcome, the international movement for calendar reform. The efforts made by the Americans in this direction are particularly laudable, because they represent a pure philanthropy. But their progress is hampered by national jealousies and national shortsightedness.

Recently I received a request from some of the promoters of calendar reform to attend their meeting in Geneva. I replied that while I was in favour of it, my special activities would not permit me to identify myself actively with their movement. But I am always ready to endorse any honest movement which will help to unify the peoples of the world.

[Distributed to the Council
and Members of the League.]

Official No.: C. 977. M. 542. 1931. VIII, Vol. II.

Geneva, December 19th, 1931.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

RECORDS AND TEXTS

relating to the

FOURTH GENERAL CONFERENCE

ON

COMMUNICATIONS AND TRANSIT

Held at Geneva from 12th to 24th October, 1931

VOLUME II

Minutes of the Fourth to the Thirteenth Plenary Meetings of the Conference.
Annexes.

Series of League of Nations Publications

VIII. TRANSIT
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MINUTES OF THE FOURTH TO THE THIRTEENTH PLENARY
MEETINGS OF THE CONFERENCE. ¹

FOURTH MEETING.

Held on October 20th, 1931, at 10.30 a.m.

President: M. A. DE VASCONCELLOS.

I. SPEECHES BY THE PRESIDENT AND VICE-PRESIDENT.

The PRESIDENT read the following speech :

“ The Fourth General Conference on Communications and Transit, having terminated the first part of its work, now reverts to the more usual items of its agenda.

“ The study of communications questions, their progress and growth, has always been parallel to the study of the growth and progress of civilisation itself. Our generation, however, is passing through one of those critical periods of human history in which the changes are so rapid that they almost seem to be projected onward by the force of upheaval. In the technical sphere, the internal-combustion engine symbolises this stage of civilisation, as the steam engine symbolised the mechanics of the nineteenth century, and draught animals still earlier stages. The applications of the internal-combustion engine and recent electrical inventions are paramount factors in the most formidable transformation the world has ever witnessed in the mechanics of communications. On the seas, on the railways, on the roads, in the air, under the waters, the thirst for speed brings all sorts of races into contact, brings far-off countries nearer together, and propagates instantaneously the most fruitful — as well as the most destructive — ideas. Through the Press, by telephone, by photographs, by the cinema, by wireless telegraphy and telephony, the ideas, facts and documents of our era are communicated hourly to millions of men who utilise them with equal speed in every sphere of their activities.

“ We can hardly realise the infinite variety and complexity of the international problems raised by the development and instantaneousness of means of communication. Legal, technical, economic and social problems are occupying the thoughts of academies, congresses, international conferences and the technical organisations of the League. We have studied some of these problems ; the Advisory and Technical Committee will submit to you others of an increasing — and perhaps fundamental — importance for the solution of the crises or disasters now bearing so heavily on certain countries.

“ We see, for instance, the duel between rail and road still further complicating the old struggle between rail, and waterway. This duel is a most serious matter for railways throughout the world. Wireless telegraphy and telephony menace the costly and ancient submarine cable systems which are only holding out temporarily against such competition by means of provisional economic agreements. The cost of progress is becoming heavier, because progress is more rapid than in the past. The annihilation by new inventions of millions of capital threatens with ruin the most flourishing enterprises of the previous decade, before those enterprises have had time to recuperate the vast sums invested in their installation.

“ Moreover, the constant speeding up of communication, and the subtle mechanisation of all technical functions are gradually turning machinery, which used to be man's helper, into nothing less than his rival. When all can be done by machinery, there may be nothing left for man, unless it be to destroy the machines which have condemned him to unemployment. This crisis of transformation through which we are now passing is further aggravated by the fact that mechanisation, production and consumption are very far from being synchronised.

“ Immense problems call imperiously for the co-operation of all technicians, of economists and, first and foremost, of all nations with their utmost effort. To ensure international agreement by permanent action with a view to co-ordinating all these endeavours — that is the formidable task which lies before the League and its technical organisations.

“ I now come to the more practical and urgent part of our work.

¹ The list of delegations attending the Conference is published in document C.785.M.380.1931.VIII.

“ The Conference must now perform one of its most important functions, which is to proceed to a general discussion on the work done by the Communications and Transit Organisation since the last Conference. In the Communications and Transit Organisation, the General Conference's review of the activities of the Advisory and Technical Committee may indeed be compared to the Assembly's discussion of the report on the work of the League of Nations. Such a general discussion lays down the guiding principles on which the Communications and Transit Committee can base its future efforts, and enables it to judge which of its past activities have yielded the most fruitful results.

“ A memorandum on the principal questions investigated by the Advisory and Technical Committee since the Third General Conference has been distributed (see Annex 1). This memorandum is nothing more than a summary, and all the Governments have regularly received the annual reports submitted to the Assembly on the work of the Communications and Transit Committee. I do not propose to review, however briefly, the principal questions with which this memorandum deals. I nevertheless think that it might serve a useful purpose if I draw the Conference's attention to those activities which the Communications and Transit Committee has undertaken since the last Conference and which may, to some extent, be regarded as new developments in the work of the Organisation.

“ In its early stages, the task of the Communications and Transit Organisation consisted mainly in laying down the principles of the international law governing communications. The Organisation has not abandoned this task ; it is, on the contrary, continuing its efforts for the progressive codification of the international law of communications. Its present tendency, however, is to deal increasingly with the more detailed aspects of the communications problem, and to work in general along technical and practical lines. When it asked that the Communications and Transit Organisation should be provided with the organ for the collection and diffusion of information, which it had previously lacked, the Third General Conference had thoroughly understood this new tendency which was to characterise the future work of the Organisation. Better equipped than in the past, though continuing to take advantage of the expert knowledge of the specialists of whom its permanent Committees and special Committees are formed, the Organisation has been in a position to deal with problems which could not be successfully solved without detailed technical investigation.

“ Thus, in regard to shipping, the organs of the Advisory and Technical Committee have just prepared a set of international regulations on the tonnage measurement of sea-going vessels. And, further, it was enabled to prepare the Conference on the Buoyage and Lighting of Coasts, which was held last year at Lisbon. That Conference was unable to complete its task, but it nevertheless led to the collection of information indispensable to the rapid pursuit of its work, and on certain points it succeeded in reaching important and final results. It was due to the same factor that the Conference on the Unification of River Law, and the Conference on Road Traffic, which were systematically prepared and were held at the end of 1930 and in the spring of 1931 respectively, both achieved complete success, and this success is in no way lessened by the fact that the Conference on Road Traffic was obliged to adjourn the discussion on the question of commercial motor transport, which was one of the points on its agenda. In addition, the Advisory and Technical Committee has been able to draw up a scheme for the unification of statistics on the various kinds of transport, which will shortly be submitted to all Governments with a view to an international discussion. The Communications and Transit Organisation, finally, has been able to begin making a contribution to the international organisation of air navigation, in accordance with the request of the Third General Conference on Communications and Transit. The Air Transport Co-operation Committee will shortly resume the work which it commenced in July 1930. Air transport questions have become an international problem of the first rank, and any progress made towards co-operation in this sphere cannot fail to facilitate intercourse between peoples, and contribute to the solution of other and more general problems affecting international political relations.

“ In my opinion, one of the new developments worthy of more special attention is the attempt to make the Organisation a kind of international service for the investigation of the general questions relating to public works, which are now claiming the attention of the Governments. Once already, the Advisory and Technical Committee has lent the assistance of its experts to a Government for the examination of certain questions relating to national equipment. The recent request of the National Government of China for the co-operation of the Organisation in drawing up a plan for the economic reconstruction of China is obviously of the highest importance. The steps already taken by the Advisory and Technical Committee prove that the latter will spare no efforts to enable the Chinese Government to take the fullest advantage of the advice of impartial experts. More recently still, following certain attempts which were being made by the International Labour Office to reduce unemployment, the Council, at the request of the Assembly, instructed the Committee on Public Works and National Equipment — which was set up by the Advisory and Technical Committee and has the assistance of representatives of the International Labour Organisation and, if necessary, of representatives of the League's economic and financial organisations — to collect the schemes for public works to be communicated by the Governments for the purpose of co-ordinating them on an international plane, of expediting their realisation and of following up their application. It is only a few days since the Committee on Public Works held its first meeting, and, without regarding the execution of great public works — the financing of which will inevitably be difficult — as a magic remedy for the present economic crisis, we may hope that in this sphere the Communications and Transit Organisation will be able to give the Governments valuable assistance.

“ The general discussion will no doubt enable the future Advisory and Technical Committee, which the Conference will have to appoint, to collect the opinions of delegates members of the Organisation on the most urgent problems. It is through the periodical General Conferences that the Advisory and Technical Committee is best able to keep in touch with the opinion of groups specialising in the study of questions relating to communications and public works. In addition to the representatives of the majority of Governments, the General Conference groups those of the great international institutions, both official and private, which have always given the Organisation their practical support. The present General Conference, I feel sure, will again demonstrate the value of the provisions of the Statute for the Communications and Transit Organisation, in virtue of which these Conferences meet every four years.”

M. Silvain DREYFUS (France) (Vice-President of the Conference) spoke as follows :

“ Mr. President, Gentlemen. — In my absence you have done me the very great honour of electing me Vice-President of the Fourth General Conference on Communications and Transit. I am greatly touched by this kind proof of your esteem and thank you from the bottom of my heart.

“ I may assure you that we of the Advisory and Technical Committee on Communications and Transit, of which I am Chairman, welcome the fact that this Conference is to discuss the work for which we have been responsible, and I need hardly add that we shall be particularly gratified if our efforts meet with your approval. We are anxious for the guidance of a body of men so well qualified to speak on these matters, and shall follow with gratitude such proposals as you may make for our future activities.

“ It is for me a great pleasure once more to note that the mechanism of our Organisation, which rightly boasts that it is the oldest in the League of Nations, is functioning with smooth regularity. This mechanism was aptly described in a booklet published a few years ago by the Information Section of the Secretariat of the League of Nations. After showing the fundamental importance of the part assigned to the General Conferences, the author of this booklet points out that the Transit Committee, which is a smaller body than the Conferences, is responsible for ensuring the continuity of the work and plays the part of a board of directors.

“ Such a comparison contains nothing to which we need object, provided that you are willing to regard yourselves as a meeting of shareholders, and that you at once give up all claim to any distribution of dividend. All that we can offer you is a dividend in the abstract in the shape of resolutions, conventions and proposals of various kinds, and we are convinced that you will study our work in the frame of mind in which it was carried out — that is to say, with no other feelings than those conducive to justice and solidarity.

“ As the Secretariat of the League of Nations considers that the activities of the Transit Committee are similar to those of a board of directors, may I, following the example of those who have preceded me, pay a tribute to the high abilities of our manager, if I can thus refer to the singularly outstanding personality who, as you know, so ably performs the duties of secretary-general of the Transit Committee and of the General Conferences. I should indeed no longer regard M. Robert Haas as our manager, I should give him the title of managing director, for this very year he has deservedly been promoted to the rank of Director of the Communications and Transit Section, and on this occasion you will, I am sure, join with me in warmly congratulating him.

“ Ever since it was set up, the Transit Organisation has been directed with the utmost skill and, that being the case, it could not fail to develop with impressive regularity. When I think of the growing importance of our functions, I cannot help being reminded of the remarks made by one of our most distinguished Presidents at the Second General Conference to the effect that in 1922 the Transit Committee had been obliged to cudgel its brains for questions worthy of discussion in order to carry out the task which had been allotted to it. At that period the Committee was starting life, it was young and delicate and, as we all know, the nourishment of new-born babes requires infinite precaution and ever-vigilant care. To-day it is clear that the child has grown : it has filled out with unexpected rapidity and, if we may judge by the thirty-nine resolutions adopted by the Transit Committee at its last session, its capacity for work leaves nothing to be desired. It is for you to decide, gentlemen, whether the Committee has made good use of its powers.

“ For my own part I should consider that I was not doing my duty if I failed to emphasise here two highly interesting remarks which were made in the Assembly of the League of Nations on the activity of the Communications and Transit Organisation.

“ In the first place, M. Nagai pointed out in his 1928 report that, in setting up its committees after the Third General Conference, the Communications and Transit Committee had successfully appealed for the co-operation of experts with the most varied qualifications and that it had thus made it clear that the Communications and Transit Organisation was taking an increasing interest, not merely in Europe, but in other parts of the world also.

“ In the second place, as the President of this Conference has reminded you, the Twelfth Assembly which met in Geneva last month congratulated itself through M. Costa du Rels, Rapporteur, that ‘ while our Organisation was at first obliged to attach special importance to questions of principle relating to the legal settlements of international difficulties in respect of communications, it is at present, in view of the economic problems which occupy a predominant

position in the minds of all nations, endeavouring more and more to co-operate in the work of economic reconstruction and to carry out the essential task of placing an impartial service for the study of the great economic and technical questions of communications and public works at the disposal of all nations'.

" This new tendency on the part of our Organisation met with the full approval of the Assembly, and the confidence which it showed in our activities is bound to encourage us to continue boldly along the way which has recently opened before us.

" The Transit Committee's memorandum has, moreover, apprised you of the conditions in which following the mission successfully carried out in China by the Director of the Organisation, the Committee decided : (1) to set up a Committee of Enquiry relative to the training of engineers specialising in public works ; (2) to set up a Committee of Enquiry into general questions relating to public works. I may add that the scope of this second Committee has been considerably extended at the suggestion of the International Labour Office and the Committee of Enquiry for European Union. In pursuance of a resolution passed by the Assembly on September 24th last, the Council has referred to our Committee of Enquiry on Public Works and National Equipment the proposals put forward by various Governments with a view to the carrying out of great public works intended to alleviate the effects of the economic depression and contribute to the resumption of activities, thus ameliorating the conditions of workers in every country.

" The Committee, which will have to base its decisions more particularly upon the utility and productivity of the works proposed, and whose duty it is to co-ordinate these schemes on the international plane, while accelerating and supervising their execution, came into being at Geneva on October 14th and 15th, 1931. With the assistance of several representatives of the International Labour Office, it lost no time in applying itself to its task.

" In the first place, it examined the problem of the execution of public works intended to alleviate unemployment and the effects of the economic crisis. To this end it decided to circularise the Governments concerned without delay and to ask them to send it at the earliest possible moment concrete proposals in the form of definite and detailed schemes. It was at the same time understood that preference should be given to schemes likely to improve living conditions in the countries where unemployment is especially serious or whose national equipment is at present inadequate.

" In the second place, the Committee proceeded to a preliminary exchange of views on the questions raised by the request of the Chinese Government, and it decided the broad lines of its procedure relative to the examination of the schemes for works to be carried out in China and also relative to the conditions in which it may recommend the application of certain measures to the Chinese Government.

" In every way, gentlemen, we are therefore entitled to hope that once again the assistance of the Communications and Transit Organisation of the League of Nations will not have been appealed for in vain."

The SECRETARY-GENERAL OF THE CONFERENCE thanked the President and the Vice-President for the appreciation expressed at the present meeting and at that of the previous day, adding that the success of the Secretariat's work depended not so much on its intrinsic value as on the confidence which the delegations placed in it.

II. REPORT BY THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS ON ACTION TAKEN ON THE DECISIONS OF PREVIOUS CONFERENCES (see Annex I, section I).

The PRESIDENT opened the discussion on this item on the agenda.

No observations.

The Conference noted the report of the Secretary-General of the League of Nations.

III. EXAMINATION OF THE MEMORANDUM ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE COMMUNICATIONS AND TRANSIT COMMITTEE SINCE THE THIRD GENERAL CONFERENCE.

Road Traffic (Annex I, section 2, III).

M. René MAYER (France) observed that in the last line of paragraph 2 (French text) the phrase " *actuellement en cours* " should read " *actuellement en cours d'étude* " ; otherwise it might be thought that the fiscal rules for motor-cars in France were already being revised, which was not the case.

The SECRETARY-GENERAL OF THE CONFERENCE replied that the correction would be made when the memorandum was reprinted together with the other texts concerning the work of the Conference.

M. BORRIELLO (International Chamber of Commerce) said that the International Chamber of Commerce, which had attended the European Conference on Road Traffic, had been mainly interested in the draft Convention on the International Régime for Commercial Motor Transport and the Convention on the Taxation of Foreign Motor Vehicles. Present difficulties were due, first, to the different national laws regarding the taxation of motor traffic ; secondly, to the practical impossibility for certain countries to make foreign vehicles contribute to the cost of the upkeep of roads ; and, finally, to the competition between motor traffic and railways.

Another difficulty was the limitation of triptychs to tourist vehicles. The International Chamber of Commerce had recently received a complaint from the Algerian Chamber of Commerce : Algerian commercial travellers proceeding to Morocco by motor-car could not obtain triptychs because they were not tourists ; they were therefore obliged to leave a deposit at the Customs. If this principle were strictly applied, only persons proceeding to watering-places or driving about for pleasure would be allowed the benefit of triptychs.

The difficulty was not due to tourist associations. The International Tourist Alliance, for instance, had said that its component associations were prepared to grant triptychs to all motor vehicles. The International Association of Recognised Automobile Clubs had asked that trailers should be admitted on triptychs ; again the International Chamber of Commerce had, at its Fifth Congress at Amsterdam in 1929, adopted a resolution asking for the simplification and general application of triptychs owing to the impossibility in practice of drawing a distinction between vehicles used solely for tourist purposes and vehicles used for business and professional purposes.

The International Chamber of Commerce noted with satisfaction that the Advisory and Technical Committee in its recommendations concerning triptychs had recommended the extension of the system. It would have been glad if the European Conference on Road Traffic had obtained more tangible results, but the draft Convention on International and Commercial Motor Transport had not been adopted and the Convention on the Taxation of Foreign Motor Vehicles had only been signed by the countries which already granted favourable terms to foreign cars : the only country whose signature would have been important did not sign. It was obviously difficult to conclude international conventions on questions which had not been definitely settled either under national legislation or by a sufficient number of bilateral agreements.

The two principles which the International Chamber of Commerce would like to see applied were :

1. Equality of treatment for public motor-transport undertakings as regarded their admission to concessions.
2. A general extension of the triptych system.

The International Chamber of Commerce considered that, should the Convention not be applied generally, the question of the international system for commercial motor transport and that of the taxation of foreign motor vehicles should be studied at the same time as the whole problem of the co-ordination of the various means of transport. So long as the relations between the railways and motor transport were not defined more clearly, the legal system for commercial motor transport and the methods of financing the roads could not be made definite.

The International Chamber of Commerce was at present preparing, together with the various other international organisations, both official and private, for a general conference on the various means of transport. This Conference would consider the above questions. The International Chamber of Commerce hoped that the Conference would be assisted by Government experts. It would be glad of the help of the League of Nations in preparing for the Conference, which might also deal with certain questions which the European Conference on Road Traffic had left on one side for further study.

M. Silvain DREYFUS (France) pointed out that at its session in May-June 1931, the Advisory and Technical Committee for Communications and Transit had adopted the following resolution on this question :

“ The Advisory and Technical Committee :

“ Having noted the resolution adopted by the European Conference on Road Traffic held at Geneva in March 1931, concerning the suspension of the work on commercial motor transport :

“ Requests the Secretariat to collect documentary material on the national laws of the various States concerned relating to commercial motor transport, as also on economic conditions prevailing in the different countries which are liable to influence the development of such transport ;

“ Asks the Permanent Committee on Road Traffic to take such action on the above-mentioned resolution of the European Conference on Road Traffic as may be necessary

and to secure for its further enquiry the co-operation of experts who are especially well qualified to deal with the economic and legal aspects of the question." (Document C.417(a). M.173(a).1931.VIII.)

Consequently the Advisory Committee had certainly not lost sight of this important question.

Rail Transport (Annex 1, section 2, IV).

M. HEROLD (Switzerland), as Chairman of the Permanent Committee for Transport by Rail, stated that he was satisfied with the efficacy of the procedure adopted by the Advisory and Technical Committee for the settlement of disputes relating to certain railways which had occurred in the Successor States of the former Austro-Hungarian Monarchy.

With regard to the negotiability of railway transport documents, a movement had arisen in the countries which had adhered to the Berne Convention in favour of the introduction into railway legislation of the principle of negotiability. The Conference for the revision of the Berne Convention, which would probably meet in 1933, would deal with this problem, and those interested should not fail to communicate the results of their investigations to the Central Office at Berne. This documentation would be useful to the 1933 Conference.

The International Chamber of Commerce had expressed its regret in a memorandum that the discussions of the Berne Conference had been between technicians and experts only, and that the economic circles concerned had not been heard. That reproach appeared to be unjustified. The Governments had not failed, and would not fail, to consult economic interests before giving instructions to their experts. The economic aspect of the question, in view of its primary importance, should be given special consideration.

M. GRÜNEBAUM (Austria), returning to the question of the negotiability of railway transport documents, pointed out that for a long time the Austrian Government had encouraged efforts in this direction. As early as 1905 the Austrian representatives at the Second Berne Conference suggested that waybills to order should be introduced into the goods transport system, but that proposal was defeated by seven contracting States to three. In spite of this, sight had not been lost of the question, and efforts had been made to reconcile the claims of industry, trade and other users of the railways with the legitimate anxiety of certain railway companies.

The Austrian Government greatly appreciated the setting up by the Advisory and Technical Committee of a special Committee of Enquiry of which M. Grünebaum was a member.

The Commercial Treaty concluded on June 30th, 1931, between Hungary and Austria contained a provision (Article 7, section 2) of the General Agreement on Exportation which stipulated that a special agreement should be concluded with regard to the negotiability of transport documents. The Austrian Government hoped that this example would be followed by other countries. The Danube-Save-Adriatic Railway Company (former Southern Railway Company), the principal office of which was at Vienna, and which extended into Hungary, Italy, Yugoslavia and Austria, had examined this question, and, in consequence of the investigations undertaken by its Board, proposed to convene a Conference of the countries into which the railways penetrated, in order to settle the question at least provisionally. The Hungarian Government, in pursuance of the Company's suggestions, had convened a Conference which would be held in Budapest in November 1931. The Austrian Government proposed to support these efforts, which, apart from any immediate result, would certainly supply a useful basis for the work of the next Conference for the revision of the Berne Convention, whose duty it would no doubt be to settle the question of a universal and final agreement.

In conclusion, M. Grünebaum hoped that the Advisory and Technical Committee would endeavour to co-ordinate the various efforts already made in this direction in order to prepare the ground for the Berne Conference and enable it to achieve successful results.

M. NORDBERG (International Chamber of Commerce) pointed out that the International Chamber of Commerce had for the past three years been working for the introduction into European railway traffic of negotiable transport documents, the use of which was widespread on the continent of America, particularly in the United States. It thanked the Communications and Transit Organisation for its help in this matter.

Since the session of the Special Committee, the International Chamber of Commerce had prepared draft provisions to be added to the Convention on the international transport of goods by rail. It was at present preparing a supplementary report which would first be laid before the Communications and Transit Organisation's Special Committee. When the draft had received the final approval of the Board, the International Chamber of Commerce would send it to the Central Office for international transport by rail, which would be asked to bring it to the notice of the Governments concerned.

The International Union of Railways had also drawn up certain proposals.

From M. Grünebaum's statement, it seemed that the help of Governments could also be expected. The Conference on the disposal of surplus wheat held at Paris in February, the Commission of Enquiry for European Union and the Rome Conference were all dealing with the question of negotiable waybills.

The International Chamber of Commerce was well aware of the difficulty of introducing this reform in the continent of Europe, divided as it was into a large number of States, but was convinced

that, once the reform was adopted, it would be asked why it had not been introduced sooner. The negotiable railway transport document, like the bill of lading, the bill of exchange and the cheque, without which it was impossible nowadays to conceive of international trade, could be considered as a new credit instrument.

M. DE DIETRICH VON SACHSENFELS (Hungary) thought the efforts which had been made in various directions in this matter were a cause for satisfaction and hoped that the 1933 Conference would be able to settle a problem the great importance of which, particularly in time of crisis, was generally recognised.

M. LEVERVE (International Railway Union) pointed out that, on being notified by both the Advisory and Technical Committee and the International Chamber of Commerce of the desire in commercial circles for a negotiable transport document, his Union had devoted its attention to that question. Obviously an innovation of that kind in connection with transport would raise numerous difficulties. The Goods Committee of the International Railway Union, after studying the principal aspects of the problem, drew up a system containing measures for giving satisfaction to the desire for a negotiable instrument which would at the same time not upset the international railway regime. These measures would be submitted to the Management Committee of the Union for a decision, after which the International Union of Railways would be in a position to reply to the International Chamber of Commerce and the Advisory Committee.

M. SEELIGER (Germany), supporting the procedure to which M. Leverve had called attention, proposed that the Conference should await the result of the Management Committee's investigation.

M. MÜLLER (Czechoslovakia) stated that his Government had set up a joint railway and navigation committee with a view to arranging collaboration between railways and navigation undertakings. This Committee was also studying the question of a single document for the two means of transport which might at the same time be used as a negotiable document. Czechoslovakia experienced special difficulties with regard to the combined transport of goods, for example, passing by rail from the Danube to the Elbe across Czechoslovakia, which was essentially a transit country. A single negotiable transport document would remove most of those difficulties, and it was to be hoped that the Governments represented at the next Berne Conference would be able to reach agreement on that question.

M. POLITIS (Greece) proposed that the Conference, recognising the importance of the question of negotiable transport documents, should pass a resolution recommending that the enquiry should continue, in order that precise and definitive conclusions might be placed before the Berne Conference in 1933. This recommendation should be forwarded to the various Governments and to the International Chamber of Commerce, the International Union of Railways and the Advisory and Technical Committee on Communications and Transit.

M. Politis' proposal was adopted.

The PRESIDENT asked M. Politis and M. Herold to prepare a draft resolution for the Conference's approval.

FIFTH MEETING.

Held on October 20th, 1931, at 3.30 p.m.

President: M. A. DE VASCONCELLOS.

IV. EXAMINATION OF THE MEMORANDUM ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE COMMUNICATIONS AND TRANSIT COMMITTEE SINCE THE THIRD GENERAL CONFERENCE *(continued).*

Inland Navigation (see Annex I, section 2, II).

Statement by the Chairman of the Permanent Committee for Inland Navigation.

M. Silvain DREYFUS (France), as Chairman of the Permanent Committee for Inland Navigation, stated that, since the Third General Conference, his Committee had held two sessions, one in 1929 and the other in 1931.

RIVER LAW.

During the 1929 session the Permanent Committee, after hearing the explanations given by one of its members who had taken part in the work of the Committee for the Unification of Private

Law, decided to approve that Committee's report and to forward it to the Transit Committee with a proposal to request the Council to convene a European Conference for the spring of 1930.

The memorandum in the document under discussion contained the results. It stated that the Conference for the Unification of River Law was held at Geneva in November and December 1930, and gave details of the three Conventions and three recommendations adopted by the Conference. M. Silvain Dreyfus would only add that the Central Committee for Rhine Navigation noted the success of the Conference with the greatest satisfaction, and at its session of April 1931 pointed out the importance of putting the Conventions on river law into force simultaneously and as quickly as possible.

UNIFICATION OF TRANSPORT STATISTICS.

The Permanent Committee for Inland Navigation in 1929 again dealt with the question of the unification of transport statistics. A report by the Unification Committee, referring only to inland and maritime navigation, was submitted to the Permanent Committee, which considered that it would be premature to request the Transit Committee to take a decision concerning those parts of the report relating to nomenclature and the statistics of goods and passengers transported. Moreover, it proposed to introduce immediately some changes in the report of the Unification Committee regarding water transport ; these changes were almost all accepted in January 1931 by the Inland Navigation Section of the Committee for the Unification of Transport Statistics. A draft Convention referring to the transport of goods by sea, river and rail had been drawn up by the Drafting Committee of the Unification Committee, and after approval by the Unification Committee and the Transit Committee would serve as a basis for discussion at the International Conference which would probably meet two years hence.

NAVIGATION ON NATIONAL WATERWAYS.

At its 1931 session the Permanent Committee for Inland Navigation in the first place examined the request made by the Preliminary Conference with a View to Concerted Economic Action held at Geneva in February-March 1930 to study the possibility of coming to an international agreement regarding navigation on national waterways, which agreement would embody in particular the principles at present contained in the Additional Protocol of the Barcelona Convention of 1921.

The Permanent Committee noted that the agreement contemplated by the Preliminary Conference would have a much wider scope than an additional Protocol. It considered that, before proposing to the Transit Committee to pursue the conclusion of such an agreement, information on the subject should be collected. The Permanent Committee therefore drew up a questionnaire which would enable the Governments concerned to supply the Secretariat with definite information on the conditions under which foreign vessels were allowed to navigate on their national waterways. When the Committee was in possession of the replies to this questionnaire, it would consider what further steps could be taken on the suggestion of the Preliminary Conference with a View to Concerted Economic Action.

PASSPORTS FOR NAVIGATION STAFF.

Lastly, M. Silvain Dreyfus pointed out that the Permanent Committee on Inland Navigation had drawn the Transit Committee's attention to a resolution adopted by the Conference of the International Chamber of Commerce on Danube Navigation. This resolution, which was voted at Cracow in September 1930, aimed at establishing an identification card for permitting the freer circulation of members of the crew and staff of shipping companies.

The Transit Committee, which had already examined the question of abolishing the obligations of officers and seamen in respect of passports, had decided at its last session that this examination should extend to the identification papers of the staff of inland navigation, as the Permanent Committee had proposed.

SUMMARY.

M. Silvain Dreyfus said, in summing up, that, apart from the question of the unification of river law, which was the subject of three Conventions, three main questions were at present under examination in the sphere of inland navigation :

1. The unification of transport statistics ;
2. International navigation on national waterways ;
3. Passports for navigation staff.

GENERAL DISCUSSION.

M. DE RUELLE (Belgium) said the Belgian Government had submitted the three Conventions on river law to the Superior Council for Inland Navigation, a body composed of shipowners, jurists, etc., for their opinion. The Council had expressed itself in favour of the Conventions. The Belgian Government would therefore submit them to Parliament and under these conditions foresaw the possibility of their being ratified shortly.

M. SITENSKY (Czechoslovakia) said his country was greatly interested in the introduction of uniform river law, as it possessed three navigable rivers, all of which were mostly in foreign territory. The Government had signed all three Conventions, but it had not been possible to proceed to their ratification, because the law putting into effect the regulations contained in the Conventions had not yet been passed. He hoped this would soon be done, after which the Conventions could be ratified.

He thought that the work of unification had, however, not been completed by the Conference of the previous year, and that it should be continued. The only question being dealt with at present concerned working conditions of the crews of vessels. But there were other questions of river law which had not yet been dealt with, the unification of which, however, would be equally desirable. M. Sitenky was of opinion that the work of unification should at once be commenced by the drafting of questionnaires to be sent to the Governments of States concerned, in order to have a basis for future work on unification.

M. HOSTIE (Central Commission for Rhine Navigation) recalled the fact that the work of unification was being carried on in conjunction with the River Commissions, and that according to long-continued practice the Committee on the Unification of River Law of the Communication and Transit Committee worked on the basis of schemes submitted to it by the River Commissions. The Central Commission for Rhine Navigation would discuss at its next session the continuation of the work of its Committee on River Law.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE said the reductions in credits voted by the Assembly had affected the budget of the Transit Organisation so that its activity next year would be restricted to the most urgent questions. It would probably be impossible for the Unification Committee to meet in 1932. This did not mean that the preparatory work suggested by M. Sitenky should not be undertaken by means of correspondence between the members of the Committee. In this way the Committee, when it met, could be well supplied with full information.

M. SITENSKY (Czechoslovakia) agreed with this procedure, which he thought would provide a basis for future work.

M. MÜLLER (Czechoslovakia) said the International Danube Commission had applied to the Transit Committee regarding the difference in social insurance legislation in the inland navigation of the different countries through which disputes had arisen. He would like to know the present position of this question.

M. HOSTIE (Central Commission for Rhine Navigation) said that this question had been dealt with by a Committee of Experts constituted by the Governing Body of the International Labour Organisation in accordance with a resolution of a mixed Committee composed of delegates of the Communications and Transit Organisation and of the International Labour Organisation. The Committee of Experts had held its first meeting in September 1930. Two questions had been set aside for future examination :

1. That concerning hours of work : it was understood that the question of night rest should be examined first ;
2. That of conflicts of law concerning administrative mutual aid in questions of accident, sickness, invalidity and old-age insurance.

Certain misunderstandings seemed at one time to have arisen in the Governing Body of the International Labour Organisation with regard to the mandate of the Committee of Experts as established by the Mixed Committee, but these misunderstandings seemed to have disappeared. The composition of the Committee of Experts was completed, and a second meeting would be held at the beginning of 1932.

M. BORRIELLO (International Chamber of Commerce) noted with pleasure the work accomplished, especially in respect of the unification of statistics relating to transit traffic and the admission of foreign vessels into national waters. Thanks were due to the International Chamber of Commerce for the resolution voted at Cracow with the object of establishing an identification card for the crews and staffs of shipping companies.

The delegates of the International Chamber of Commerce at the European Conference for the Unification of River Law had drawn attention to the disadvantages created by the fact that the vessel causing a collision was not obliged to assist the other vessel. The Brussels Convention on Collisions at Sea provided for such an obligation. It was considered that the question of assistance was not so important in inland navigation as in maritime navigation. This was true for rivers with frequent traffic such as the Rhine. But the case was quite different on rivers such as the Danube or on large lakes such as Lake Constance. The International Chamber of Commerce was glad that, although the European Conference had found it impossible to insert in the Convention a clause compelling vessels to render assistance, it had nevertheless taken this question into account by a resolution on the subject.

He desired to urge on the delegates to the Conference the necessity for issuing legislative provisions in conformity with that recommendation in all the countries concerned.

M. GRÜNEBAUM (Austria) asked whether it was proposed that the Mixed Commission created by the Transit Organisation and the International Labour Organisation should take decisions or create a basis for future negotiations.

M. MÜLLER (Czechoslovakia) thanked M. Hostie for his information. He noticed that the future work was based on proposals made by the River Commissions. As far as the International Danube Commission was concerned, he was not aware of this procedure, and he believed that this Commission was not aware of the fact that a proposal was expected of it.

M. HOSTIE (Central Commission for Rhine Navigation), in reply to M. Grünebaum, said that, as regards night rest, this was, above all, an attempt to render the various regulations uniform. With regard to social insurance, it was, on the contrary, primarily (but not necessarily exclusively) a question of solving difficulties arising from conflicts of law.

In reply to M. Müller, he supposed the decision of the Transit Committee had been communicated to all River Commissions, but stated that, up to the present, only the Central Commission, which had of its own accord dealt with the unification of private law in inland navigation, had drawn up proposals.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE replied that the Transit Committee had communicated its decision to all the River Commissions, but only the Central Commission for Rhine Navigation had taken preliminary steps by setting up a special Committee.

M. MÜLLER (Czechoslovakia) said there must be some misunderstanding. He had referred only to social insurance, on which the Danube Commission had not been informed of the decision of the Transit Committee.

M. HOSTIE (Central Commission for Rhine Navigation) said that, as regarded labour conditions, none of the River Commissions had started to examine the question. The Central Commission and the International Danube Commission had merely sent to the Communications and Transit Organisation and to the International Labour Organisation certain complaints which had been brought to the notice of the Committee of Experts.

Sir John BALDWIN (Great Britain) wished to warn the River Commissions against an exaggerated conception of perfection. A Convention which from the legal point of view was perfectly applicable to the Rhine might be unsuitable for the Danube, and he hoped the authors of future conventions would endeavour to curb their legal consciences and try to arrive at something applicable to all conditions.

M. SEELIGER (Germany) agreed. In Germany it was impossible to enact different laws for different parts of the country. Germany had four large river systems and it was necessary therefore to create satisfactory legislation applicable to all the systems.

M. DE RUELLE (Belgium) agreed that in negotiating conventions an objective view must be taken and the practical necessities should be taken into consideration.

With regard to M. Borriello's remarks in respect of assistance to be granted to vessels in collision on inland waterways he stated that such assistance was compulsory on Belgian waterways.

*Communications Questions affecting Relations between
Poland and Lithuania (see Annex I, section 2, VII).*

M. Silvain DREYFUS (France), in reply to a question put by a delegate, reminded the Conference of the conditions under which the Polish-Lithuanian dispute had been brought before the Transit Committee by the Council.

By its resolution of December 14th, 1928, the Council, in view of the fact that the documents in its possession mentioned obstacles in the way of freedom of communications and transit, invited the Transit Committee to report upon the practical steps to remedy the situation or to lessen its international repercussions. It was further specified that the Transit Committee should take account of the international undertakings in force.

The first observation to which this gave rise was that the Council, having stated that the documents "mention obstacles in the way", without stating that the documents *establish* the fact that such obstacles exist, the first duty of the Transit Committee was to ascertain objectively whether there were incontestable obstacles in the way of freedom of communications and of transit, and in that case clearly to define such obstacles.

The second observation was that, under the wording used by the Council, the Transit Committee was to propose only practical steps. The Conference was in a position to note that on these two points the Transit Committee endeavoured to conform scrupulously with the Council's intention.

The third observation was that the Transit Committee considered that, in carrying out its task, it enjoyed a certain liberty, since under the Council's resolution it had the latitude of either

pursuing the removal of the obstacles noted or of proposing to lessen their international repercussions. The Committee noted the existence of :

1. Obstacles in the way of freedom of direct communication between Poland and Lithuania ;
2. Difficulties in the way of direct consular relations between Lithuania and Poland ;
3. Obstacles in the way of freedom of communications and transit through the territories subject to the Lithuanian and Polish authorities in connection with :
 - (a) The transit of goods both by river and rail ;
 - (b) The transport of passengers by rail ;
 - (c) Postal and telegraphic transit.

After examining the situation, the Commission thought fit to utilise its right to take into consideration the idea of lessening the effects. It abandoned the idea of pursuing immediately the removal of all the obstacles noted, in the first place because the steps to be taken for that purpose would in certain cases give rise to complicated and costly operations without being of primary general interest, and in the second place because some of the questions raised were relatively easy to solve.

On the other hand, the Committee did not think it should interpret the expression " international repercussions " in too wide a sense. Although it might indeed be maintained that all the difficulties arising between two countries were international difficulties, it was reasonable in questions of communications and transit to give special consideration to cases where disagreement between neighbouring countries resulted in undoubted difficulties for the communications affecting other States. This was the line which the Transit Committee adopted and it expressed the opinion without adding other proposals that an end should be put, on the one hand, to the interruption in the transit floating of timber on the Niemen and, on the other hand, to the interruption of the railway section from Landwarowo to Kaisiadorys. It did so because both cases were instances of specific obstacles to freedom of transit of goods which gave rise to serious economic consequences for other countries than Poland and Lithuania.

These were the two reasons which led the Committee to make moderate proposals and to limit itself to requiring the re-establishment of railway traffic only on a certain line.

The fourth observation was that after referring to Article 23 (e) of the Covenant, under which Members of the League must secure and maintain freedom of communications and transit, the Council in its resolution of December 14th, 1928, asked the Committee to take into account international undertakings in force.

Under these circumstances the Committee was able to confine itself in respect of the general obligations arising out of the Covenant to pointing out that the situation appeared to be in contradiction to the aims of Article 23 (e). On the other hand, it laid stress on the other international undertakings contracted by the two countries concerned and arrived at the conclusion that the obstacles to the freedom of transit which it proposed should be removed were incompatible, as far as Poland was concerned, with the Convention on Freedom of Transit ratified by that country, and, as far as Lithuania was concerned, with the Convention relating to the Memel territory ratified by Lithuania.

In reply to a remark by M. DOBKEVICIUS (Lithuania) to the effect that the question dealt with by the Transit Committee had been submitted to the Permanent Court of International Justice, which had called upon the Chairman of the Transit Committee to lay before it his Committee's point of view, M. Silvain DREYFUS (France) pointed out that he had only spoken of the way in which the Transit Committee had dealt with the question at the request of the Council.

M. DOBKEVICIUS (Lithuania) understood from M. Silvain Dreyfus' statement that the Transit Committee based itself principally on legal arguments which would oblige Lithuania to open certain railways and waterways to traffic in transit. Regarding the Niemen waterway, which Lithuania had undertaken under the Memel Convention to open to timber-floating, it should be stated that no obstacles had been raised and, if timber had not been floated, it was not Lithuania's fault.

As for the question of opening to traffic in transit certain railways and in particular the Landwarowo-Kaisiadorys, the speaker recalled that, in the opinion which it had recently expressed, the Permanent Court of International Justice had not recognised the legal point of view of the Transit Committee and had declared that the international engagements in force did not in the present circumstances oblige Lithuania to open to traffic the line Landwarowo-Kaisiadorys.

M. Silvain DREYFUS (France) replied that the Council, after receiving the Transit Committee's report, which had just been analysed, thought it advisable to obtain an advisory opinion from the Permanent Court of International Justice. It had not put to the Court the entire question that it had put to the Transit Committee but only a part of that question — namely, " Do the international engagements in force oblige Lithuania in present circumstances and, if so, in what manner, to take the necessary measures to open for traffic, or for certain categories of traffic, the Landwarowo-Kaisiadorys railway sector? " It was for the Council to make what use it desired of the Court's opinion, and he thought the Conference was not entitled to intervene.

In order, however, to show that the Court had not destroyed the entire thesis prepared by the Transit Committee, as might be concluded from M. Dobkevicius' remarks, M. Silvain Dreyfus quoted extracts from the advisory opinion given by the Court on October 15th, 1931. The Permanent Court, having explained that "Article 23 (e) of the Covenant — whatever may be the obligations which do arise from it for States Members of the League of Nations — does not imply any specific obligations for these States to open any particular lines of communication", expressed itself as follows: "It is unnecessary for the Court to consider whether a State refusing to establish any communication with one or more other States, also Members of the League, would not be contravening Article 23 (e) of the Covenant, even if it had not signed any convention prescribing freedom of communications and transit. In this connection, the Court desires to emphasise that the present Opinion is not to be construed as giving any view in regard to the opinion expressed on behalf of the Advisory and Technical Committee, to the effect that, by the terms of Article 23 (e), 'the Members of the League have certainly the right to request any Members at least to refrain from acting in opposition to the objects of this article'".

It was therefore impossible to say what the decision of the Court would have been if it had had to consider a question similar to that placed before the Transit Committee.

The PRESIDENT, having noted the procedure to be followed by the Transit Committee in intervening in this question, thought the Conference could not discuss the action taken by the Council or by the Permanent Court of International Justice. He brought the discussion to an end.

Communications of Importance to the League of Nations in Times of Emergency
(see Annex 1, section 2, VI).

(a) *The League Wireless Station.*

Sir John BALDWIN (Great Britain) noted that under the contracts the installation and equipment of the station should be completed by December 1st, 1931. He asked if there was any change in this date.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE replied that the scheme provided for two transmitting posts and two receiving posts. One of the transmitting posts and the two receiving posts could very probably be terminated by the date fixed. The company responsible for the other transmitting post would be six weeks or two months late on its contract. It was, however, expected that the entire station could function normally by the beginning of the Disarmament Conference.

Sir John BALDWIN (Great Britain) asked whether there was any change in the cost of equipment mentioned in the report.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE stated that there was no change.

(b) *Facilities to be granted to Aircraft and Motor Vehicles carrying out Transport of Importance to the League.*

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE read the resolution passed by the Twelfth Assembly on this subject (see Annex 2).

M. GRÜNEBAUM (Austria) noted the statement at the end of the report that negotiations would be initiated between the Secretary-General and the Governments concerned. In view of the action taken by the Assembly he gathered that this was no longer necessary.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE replied that this referred to correspondence carried on by the Secretary-General with the various Governments in compliance with the resolution of the 1930 Assembly.

(c) *Construction of an Aerodrome near the Seat of the League.*

M. HEROLD (Switzerland) said the federal authorities had not yet had an opportunity to form an opinion on the proposals submitted by the Geneva cantonal authorities or to make it known.

M. Silvain DREYFUS (France) referred to the last sentence to the effect that a new report of the Committee of Experts would be examined by the Twelfth Assembly. He had heard it stated unofficially that the Twelfth Assembly had decided to submit the question to further investigation and asked if that was the case.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE replied that a technical report drawn up by a small Committee of Experts had been submitted to the Twelfth Assembly which

had established that, although the technical side of the question had been sufficiently discussed, the non-technical questions had not been discussed between the Swiss Government and the Secretariat. The discussion had therefore been postponed until next year.

Miscellaneous Questions (see Annex I, section 2, IX).

- (a) *Obstacles to Freedom of Transit: Recommendation adopted by the Third General Conference on the Latvian Delegation's Proposal.*

No observations.

- (b) *Unification of Transport Statistics.*

No observations.

- (c) *Passports and Identity Documents.*

No observations.

- (d) *Transport of Newspapers and Periodicals.*

M. René MAYER (France) said the French railways had submitted, for the approval of the High Administration, the measures necessary to give effect to the recommendations in question.

Sir John BALDWIN (Great Britain) said the British Government had decided to permit the dropping of newspapers subject to the approval of the Air Ministry, subject, also, to the kind of apparatus used and the method and place of dropping the newspapers.

M. MALTESE (Italy) said that the regulations regarding the international transport of newspapers by rail had been adopted as a recommendation by the International Railway Union.

- (e) *Competition between Railways and Waterways.*

No observations.

- (f) *Adoption of a Standard Horse-power Measurement for Aeroplanes and Dirigible Engines.*

Sir John BALDWIN (Great Britain) said the British Government could not accept the formula adopted by the Committee of Experts, as it was impracticable as a means of ascertaining the comparative horse-power of aircraft.

M. DJOURITCHITCH (Yugoslavia) replied that the formula was empirical and subject to revision. It had been drawn up with a view to the approaching Disarmament Conference, account being taken of the present state of the art of construction so as not to affect the progress of this art and to avoid as far as possible the abuses to which every formula would be open. It contained coefficients which would have to be revised frequently. It had been drawn up by specialists, and it would be difficult for the Conference to discuss the technical details of the formula.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE pointed out that the Committee of Experts had been requested to find a formula in accordance with a resolution of the Council. This was part of the preparation for the Disarmament Conference and the formula was intended to make the statistics regarding military aircraft comparable. The Committee gave the formula unanimously, while admitting that no perfect formula was obtainable. The method of taking measurements at the brake was rejected, as it was thought it would not give the same results in all circumstances. It was finally decided to base the formula on certain criteria which could always be checked, such as cylinder capacity and weight.

Legal Questions (see Annex I, section 2, VIII).

- (a) *Interpretation of the St. Petersburg Telegraphic Convention.*

Mr. RIDDELL (Canada) asked if the Conference intended to consider the question of the secrecy of telegrams only from the point of view of narcotics or also from that of criminal proceedings for other offences, such as rum-running.

M. René MAYER (France) replied, as a member of the Legal Committee, that that body, at the request of the Council, had examined the question of the exchange of facsimiles of telegrams in connection with the smuggling of opium and other dangerous drugs. The Legal Committee had investigated the general question as to whether it was possible to authorise the communication of the originals or copies of telegrams to other parties than the sender or addressee. It had reached the conclusion that this was impossible under Article 2 of the St. Petersburg Convention,

which formally engaged the contracting States to ensure absolute secrecy for international telegrams. The Legal Committee had drawn attention to the fact that a Conference was to meet in 1932 at Madrid for the revision of the St. Petersburg Convention, and had suggested that the question should be referred to that Conference.

Mr. RIDDELL (Canada) said this did not reply to his question. The report stated that the Legal Committee recognised that the right to obtain copies of international telegrams should not be confined to criminal proceedings for traffic in narcotics. He therefore asked to what subjects it was proposed to extend this right.

The PRESIDENT explained that the enquiry had been made at the request of the Advisory Committee on Traffic in Opium and Other Dangerous Drugs. It had been found that the action of the judicial authorities against drug traffickers had been impeded by the impossibility of obtaining copies of telegrams. In one case the production of such copies would have permitted the arrest of smugglers and the seizure of drugs.

M. HOSTIE (Central Committee for Rhine Navigation) stated that, in his capacity of member of the Legal Committee, it did not seem to him possible to give to the question raised by Mr. Riddell a more complete answer than had been given by his colleague M. René Mayer. If it was considered desirable to modify the absolute principle of Article 2 of the St. Petersburg Convention in order to assist in the suppression of the drug traffic, it seemed obvious — and there was a definite indication to this effect in the report of the Legal Committee — that the derogations should not be limited to this isolated case of mutual international assistance between legal authorities. In fact there were certainly other cases of crimes or offences in which it would appear equally necessary, or even more necessary, to apply such derogations. In order to carry conviction, it would suffice to quote, as an example, crimes of common law such as murder. But the Legal Committee was not called upon to fix such cases. There were thus, aside from the drug traffic, other cases of smuggling with regard to which it could not be stated *a priori* that mutual international assistance was necessary.

M. René MAYER (France) said the best interpretation of the passage in the report quoted by Mr. Riddell was contained in the Legal Committee's report, from which he read extracts.¹

Mr. RIDDELL (Canada) thanked M. René Mayer and said that the extracts read by him made it clear what types of offences the Legal Committee had in mind.

M. HOSTIE (Central Commission for Rhine Navigation) Member of the Legal Committee, observed that it followed from the passages read by M. René Mayer that the Legal Committee thought that it was according to the general or special dispositions of the Convention that it should be determined in which cases mutual assistance between legal authorities was called for and steps taken to organise the assistance according to the needs of the case. But the derogations necessary to the principle of secrecy of telegraphic communications must be applied to the telegraphic Convention in order that it could legally be applied to telegrams in cases where mutual assistance is provided for in the Convention.

M. SEELIGER (Germany) thought that, in the passage cited by Mr. Riddell, the emphasis should be on the words "criminal proceedings". If there were criminal proceedings, it was easy to obtain facsimiles of telegrams. If there were no such proceedings, it was desirable to alter the Convention in order to enable measures to be taken.

M. DJOURITCHITCH (Yugoslavia) thought it was not for the Conference to go into the question of the terms of reference given by the Council to the Legal Committee or to discuss the manner in which the Committee had been led to take a decision as a result of this mandate. In order to keep within its sphere this Conference should rather merely draw attention to any disadvantages of the violation of the right of secrecy.

M. René MAYER (France) stated, in reply to M. Seeliger, that even in the case of criminal proceedings the St. Petersburg Convention did not permit the communication to third parties of facsimiles of telegrams.

M. DOBKEVICIUS (Lithuania) thought the Conference was not called upon to discuss the opinion given by the Legal Committee.

The PRESIDENT agreed that the Conference should merely take note of the Legal Committee's interpretation. The question would no doubt be dealt with at the Madrid Conference.

¹ See document C.663.M.276.1930.VIII, pages 44 and 45.

SIXTH MEETING.

Held October 21st, 1931, at 11 a.m.

President: M. A. DE VASCONCELLOS.

V. ALTERATIONS IN THE COMPOSITION OF THE DELEGATIONS.

The PRESIDENT stated that the United States Legation at Berne had appointed Mr. Charles E. Lyon to take part in the work of the Conference on Communications and Transit as an expert in place of Mr. Prentiss Gilbert, who had been called away for other work. He welcomed him to the Conference. In addition, M. SCHMIDT (Estonia) would be replaced by M. KÓDAR.

VI. EXAMINATION OF THE MEMORANDUM ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE COMMUNICATIONS AND TRANSIT COMMITTEE SINCE THE THIRD GENERAL CONFERENCE *(continued).*

Legal Questions (continued) (see Annex I, section 2, VIII).

(b) Codification of International Law on Communications and Transit.

In reply to a question by M. Sinigalia, M. HOSTIE (Member of the Legal Committee) stated that a small Committee of three members had been formed by the Chairman of the Legal Committee to examine the codification, or rather the compilation, of texts of conventions and their comparative study, under the chairmanship of M. Pilotti. At its first meeting this Committee had drawn up its programme of work. The first part of the index had been prepared by the Communications and Transit Section of the Secretariat of the League of Nations and would be examined by the Committee as soon as the drafting had been completed. At its next session the Communications and Transit Committee would give instructions for the work to be continued. It would be seen that the enquiries into the "codification" of international law on communications and transit had only just begun, but they would be continued with all rapidity compatible with the complex nature of the subject matter and with the extent of the question.

VII. BARRIERS TO MARITIME NAVIGATION.

M. BORRIELLO (International Chamber of Commerce) thanked the League of Nations for having once more given the International Chamber of Commerce an opportunity of taking part in its work on economic subjects. After remarking that the International Chamber of Commerce was the authorised spokesman of general economic interests, M. Borriello stated that this organisation submitted to the Conference a report on various important points, such as flag discrimination, Customs and consular difficulties, sanitary rules in various ports and in various countries. The International Chamber of Commerce was of the opinion that the removal of such difficulties, where possible, would greatly favour the maritime navigation of all countries.

The International Chamber of Commerce was not unmindful of the difficulties which confronted the Governments and international organisations dealing with matters with which the report was concerned, and it had no desire to apportion praise or blame, since such criticism would be outside its province. It felt, however, that no good purpose could be served by concealing the facts of the situation, since they affected traders in their daily life. This report, which originated as a report to the Council of the International Chamber of Commerce from its Sea Transport Committee, had been left in its original form in the confidence that those who subsequently received it would accept it in the same spirit as that in which it was itself conceived.

The Chamber had submitted the report on barriers to maritime navigation, together with its resolution voted at Washington on the subject of the international maritime conventions,¹ to the Communications and Transit Committee, which had expressed the opinion that the matter should be submitted to the Conference for further consideration and action. M. Borriello was able to inform the Conference that the International Chamber of Commerce had received notice from various Governments through its National Committees that measures had already been taken in order to relieve maritime navigation from some of the hindrances mentioned in the report.

¹ These documents can be consulted in the files of the League of Nations.

The resolution adopted this year at the Congress of the International Chamber of Commerce at Washington was as follows :

“ The International Chamber of Commerce ;

“ Whereas many international conventions of value to international commerce and shipping have not been ratified by a sufficient number of countries ; and

“ Whereas this state of affairs may seriously jeopardise confidence in the effectiveness of international agreements :

“ Urges its National Committees and organisation members of the International Chamber of Commerce to do everything in their power that these conventions may not remain dead letters but be effectively enforced by all maritime countries.”

The International Chamber of Commerce felt that great assistance would be afforded to the development of the maritime trade of all countries, whether in the case of nations possessing a mercantile marine or in the case of nations with no mercantile marine of importance but with a long coastline and numerous ports. And it is hoped that the Conference will give the matter the most benevolent consideration and, if it can see its way to do so, take some definite step towards the solution of the problem.

Mr. RUNCIMAN (International Shipping Conference) associated himself on behalf of the International Shipping Conference with M. Borriello's remarks, particularly in respect of the report of the International Chamber of Commerce on barriers to maritime navigation. He did so the more willingly as the report was based on the experience of members of the International Shipping Conference during the course of their daily business. It was also satisfactory that, since the issue of the report, certain of the barriers mentioned had been removed, though of course very much still remained to be done.

There was now at the disposal of the Conference an addendum to the report dealing with consular formalities. He would not repeat the facts set forth in this addendum, but two examples were perhaps worth quoting. The first concerned a ship of 4,000 tons dead weight loading coal for a foreign port in the Tyne. The total port charges amounted to £160, and of that total, which included port dues and the cost of trimming the cargo, no less than £27, or over one-sixth of the whole, was for consular charges. This was by no means an exceptional case. In the other example, a liner sailing from Australia and calling at a European port with a very small consignment was involved, in order to earn a freight of just over £1, in consular expenses of over £7. This latter was, of course, exceptional, but served to show what might happen. The International Shipping Conference would welcome unreservedly any practical step taken to simplify and, above all, to make cheaper and quicker the passage of the ships of all nations through the ports of the world.

A matter which was not perhaps within the competence of this Conference, but was so tied up with consular formalities that Mr. Runciman begged leave to touch on it, was that of bills of health. The International Health Office had considerably simplified these documents, whose value in these days of telegraphs and wireless had been often questioned, and the International Shipping Conference would be much gratified by an expression from the present Conference of appreciation for this work and of the importance of securing the co-operation of the various Governments in furthering it.

Finally, while in no way underestimating the importance of principles, Mr. Runciman hoped it would not be taken amiss if he stated that what interested the man engaged in the often discouraging daily task of running ships was not so much the principle as the way in which the principle was carried into practice, and he was apt to judge organisations not so much by what they said as by what they got done. The removal of hindrances like those mentioned in the report which, even when small in themselves, were nevertheless grave in their cumulative effects, would raise the prestige of the Communications and Transit Organisation in the eyes of the shipping industry more than anything else it could do for maritime navigation.

M. VON HEIDENSTAM (Sweden) said that Sweden was keenly interested in the question of hindrances to navigation. He would not go into the details of the report submitted by the Chamber of Commerce, and would merely state that the Swedish Government desired that the Conventions existing in respect of ports and navigation should be adopted by the greatest possible number of countries and applied in the most loyal manner. The Swedish Government considered that, if the Convention on maritime ports and the Convention on the simplification of Customs formalities were put into practice, this would greatly assist in attaining the object of the Chamber of Commerce. Sweden had ratified both these Conventions and was examining the possibility of acceding to the Convention of 1926 on sanitary questions. He would be prepared to agree to a recommendation to be made by the Conference for giving greater liberty to maritime navigation and accelerating various formalities in the ports.

M. VASCO DE QUEVEDO (Portugal) said he had been surprised to learn that the report of the International Chamber of Commerce on barriers to maritime navigation had been sent to the

members of the Communications and Transit Committee, especially as the report contained accusations and complaints against countries to which some members of that Committee belonged. As regards Portugal, these accusations and complaints were entirely baseless, and it was to be hoped that, in future, unnecessary recourse should not be had to such procedure.

Portugal was referred to on several occasions in the report by the International Chamber of Commerce, and M. de Quevedo was glad to be able to make statements which he hoped would entirely satisfy the Conference.

The strict measures which the Portuguese Government had been obliged to take solely with a view to favouring national navigation, which was passing through an acute crisis the effects of which it desired to reduce, had been cancelled by subsequent decrees, and M. de Quevedo thought he could now state that the position was almost entirely changed.

The Decree of September 12th, 1930, provided that from the beginning of the working year 1931-32, that was to say from July 1st, 1931, the Customs premium formerly adopted in order to protect the national mercantile marine would be gradually reduced, and would finally disappear. Portugal had imposed this sacrifice on her mercantile marine so that it could not be said that inequalities and differences of treatment existed in the country in respect of navigation. The Customs bonus granted to the national mercantile marine had therefore been suppressed in principle and would soon entirely disappear. This strict point of view had not been taken from the outset, because it was felt that too radical steps should not be taken against a branch of activity which provided a livelihood for several thousand workers, and that a sudden change might lead to grave consequences for Portuguese business in the difficult period which all countries were at present traversing. The Customs bonus in question should therefore be reduced gradually as other opportunities for work arose. This new work, however, could not be invented or instituted immediately, in view of the present difficulties of obtaining credits. The Portuguese mercantile marine was suffering from these difficulties and did not possess all the means for dealing with the crisis which were at the disposal of the mercantile marines of other Powers.

It should be remembered that Portugal was closely dependent in her economic life on shipping on account of the extent of her oversea colonies, and the great importance of the Portuguese centres in Brazil and other American countries. The Decrees of July 1st and October 3rd, 1931, applied absolutely identical treatment from the point of view of shipping dues to Portuguese and foreign merchant ships. The Decree of October 1931 cancelled the lighthouse dues, the tax intended for maritime police, entrance dues and the shipping tax on cargo which had been previously imposed. The commercial shipping tax on merchant ships was maintained, but the Government was authorised to grant in commercial treaties a reduction of 25 per cent on this tax. On the other hand, the shipping taxes known as dues, duties, percentages, taxes, surtaxes, etc., on passengers taken on board or landed had been cancelled in respect of tickets sold within the territory of the Republic.

The Decree of June 30th, 1931, provided for the same pilotage dues for Portuguese merchant ships as for foreign merchant ships. These dues were not applicable to warships and tourist vessels or to vessels on scientific or charitable missions of an international character, whether Portuguese or foreign, if they did not take a pilot or, if they took a pilot, when they landed shipwrecked members of the crew or sick passengers. The pilotage tax was reduced by 50 per cent for warships and tourist vessels and for vessels entering solely to load coal, provisions or water. All these dues, whether they were levied on Portuguese or on foreign merchant ships, were reduced under the Decree of June 30th, 1931, by 50 per cent for steamers belonging to lines calling regularly at the port of Lisbon. The Decree of January 30th, 1931, published in the Portuguese *Official Journal* of February 3rd, laid down the same taxation rules for Portuguese and for foreign merchant ships; these general principles had been put into practice in the provisions of the decrees which M. de Quevedo had just mentioned, and which were at present applied in Portugal. That country could therefore not be accused of establishing a principle in favour of the national flag; it would be seen from the legislation on the subject that that statement, like many others, was void of foundation.

The Portuguese maritime laws only required a list of passengers for each port entered by the vessel. The same legislation required that ballast certificates should be forwarded by the Portuguese consulate. These documents might be considered as being issued free of charge, since they formed part of the consular documents required for each merchant ship.

The Decree of October 31st, 1930, re-established the provisions existing previous to the Decree of March 1928 regarding consular invoices. According to the Decree of April 30th, 1927, the consular invoice had to be legalised at the port where the goods were shipped, whether they were subsequently transhipped or not.

According to the Decrees of March 13th and November 13th, 1930, regulating the question of assistance to Portuguese emigrants on board Portuguese or foreign vessels, there must be Portuguese doctors and nurses on board all vessels transporting Portuguese emigrants in third class or in intermediate classes up to, but not including, the second class. These provisions applied to Portuguese travelling as emigrants leaving the country or returning from America. They were due to humanitarian considerations, and M. de Quevedo thought it unnecessary to go into further details.

Portuguese emigrants, who numbered several thousands yearly, and who provided a considerable income to the shipping companies whose vessels called at Portuguese ports, required on board medical assistance from Portuguese doctors with a knowledge of their language, habits, food, etc.

With regard to the special case mentioned on page 10 of the report by the International Chamber of Commerce, the companies whose vessels transported emigrants were only obliged to ship the Portuguese doctor and nurse back to the Portuguese port where they went on board. For this purpose they could use any vessel which called at the ports of Lisbon or Oporto. Lastly, Portuguese emigrants returning to their country were often in particular need of Portuguese doctors, as they frequently returned to their country in a poor physical condition. These remarks proved the necessity for legislation providing Portuguese medical assistance to these emigrants.

It was stated on page 16 of the report by the International Chamber of Commerce that "Portuguese consular charges on a vessel calling at eleven ports, including port of loading and discharge, totalled £60 3s. 3d.". There must be a mistake on this point, as the highest charges of the Portuguese tariff were as follows: in the first port £4 and in the following ports £2. Consequently, a merchant ship calling at eleven ports would pay, not £67, but £24.

With regard to the statement on page 17 of the same report, M. de Quevedo pointed out that the parties concerned, if they were quite certain of the fact, should make a claim immediately to the Portuguese Ministry for Foreign Affairs, since Portuguese law provided that the preparation of consular documents should not give rise to additional charges when the operations connected with the same shipment were prolonged beyond the official hours of the Portuguese consular offices.

In conclusion, M. de Quevedo stated that these legislative provisions on maritime questions had been adopted by the Portuguese Government often at the sacrifice of Portuguese interests, since it was the earnest desire of Portugal to work towards closer international relations and co-operation in which all countries were impelled by present difficulties to take part.

M. DE CASTRO BONEL (Spain) wished on behalf of his country to make a statement similar to that of M. Vasco de Quevedo. Since February 1931, when the report of the International Chamber of Commerce had been published, the situation had changed considerably in Spain. M. de Castro Bonel thought it was both inadvisable and unjust towards that country to place the question of hindrances to navigation on the agenda of the Conference. Spain was at present revising all measures regarding ports and navigation, some of which had been taken during the dictatorship of General Primo de Rivera. In the report by the International Chamber of Commerce on barriers to navigation, an allusion was made (page 10) to a decree issued by the Spanish Government on December 31st, 1929. This decree had been repealed and shipping companies would perhaps be obliged to refund to the State the amount of the premiums received under its provisions. On the other hand, it was well for the Conference to know that, in respect of contribution to port expenses, Spanish vessels in Spain were called on to pay a tax from which foreign vessels were exempt. If, therefore, there was any inequality on this point, it was to the detriment of Spanish vessels.

Lastly, the Decree of December 20th, 1924, although it was issued during the dictatorship, was nevertheless just. Spain could not abandon her emigrants to the shipping companies. This was an absolutely indispensable humanitarian provision.

In conclusion, M. de Castro Bonel drew the attention of the Conference to the annex to the report by the International Chamber of Commerce containing the views of the Spanish Chamber of Commerce.

Sir John BALDWIN (Great Britain) was sure that all the delegates to the Conference had been glad to hear the statement of the Portuguese delegate to the effect that measures had been taken or would shortly be taken by Portugal to eliminate the barriers to maritime navigation existing in Portugal, and referred to in the report of the International Chamber of Commerce. The Conference had also noted that, if there were any discrimination in Spain, it was rather to the detriment of Spaniards.

The question of barriers in the way of maritime navigation had been placed on the agenda of the Conference before the events to which M. de Castro Bonel referred had taken place. The Spanish delegate ought not then to regard the description as unjust and inexpedient. Leaving aside Spain and Portugal, however, there were still barriers which the Conference ought to examine. The Governments he had the honour to represent were in favour of a more general and stricter application of the Conventions on maritime ports and the simplification of Customs formalities. He agreed on this point with the observations submitted by the Swedish delegate. He had few illusions as to the results of recommendations made by international conferences in general, but thought it might be not entirely useless for the Conference to adopt a resolution worded in energetic terms in favour of the recommendations of the International Chamber of Commerce with regard to barriers to maritime navigation.

M. SCHLINGEMANN (Netherlands) noted that the International Chamber of Commerce had in its report mentioned a large number of actual cases in which flag discrimination, Customs, consular or other formalities caused great inconvenience to maritime navigation. He had, however, heard with satisfaction the statements made by the Spanish and Portuguese delegates.

He did not propose to examine in detail the complaints made by the International Chamber of Commerce, as it would be very difficult to state in each case whether there really had been an infringement of any given Convention. It was certain, however, that the facts reported by the International Chamber of Commerce showed an underlying spirit contrary to the freedom of communications and transit — a freedom which had been recognised as necessary in the general interests.

The Netherlands Government would be glad to know how the situation referred to by the International Chamber of Commerce could be remedied. It must be admitted that there were great difficulties, because certain Conventions had not been ratified or even signed by various States. Did the International Chamber of Commerce desire the present Conference to reach a definite decision on the action to be undertaken ?

M. BIRKELAND (Norway) said that the Norwegian Government was very keenly interested in the question of barriers to shipping, and thought that it might profitably be studied by the competent organs of the League. On this point he agreed with Sir John Baldwin, M. Schlingemann and M. von Heidenstam. He quoted the case of a vessel which had to pay a European consulate the sum of £2.15s.0d. for a formality which lasted for ten minutes, because that formality had to be accomplished outside ordinary office hours. It would seem that some countries almost deemed it a punishable offence for vessels to call at their ports.

M. KAYEL (Uruguay) referred to two allusions to Uruguay in the report of the International Chamber of Commerce. If these statements were correct, the facts need only be reported to the Uruguayan Government, which would certainly take steps to prevent their recurrence.

M. MORESCO (Netherlands) said that the representatives of maritime countries like the Netherlands could not but endorse the efforts of the International Chamber of Commerce to bring to light any hindrances which the law or administrative rules placed in the way of the freedom of trade and maritime navigation. The International Chamber of Commerce was perfectly right not to confine itself to formulating complaints in general terms, but to quote a list of definite cases in which the legal interests of shipping seemed to have been sacrificed on the altar of exaggerated protectionism, red tape, or unjustified fiscal measures.

Naturally, to secure its full effect, a list of that kind should only contain well-established facts, carefully verified by consulting the relative laws. He regretted to note that this precaution had not been taken as regarded the complaint made on page 24 against the sanitary authorities of the Netherlands East Indies.

The question in point was one of the application of the Paris Sanitary Convention of 1926, with regard to the deratisation of vessels for preventing the introduction of bubonic plague. The complaint was : (1) that a certificate of deratisation, issued three months previously and visaed by the Netherlands consul in Newcastle, had not been recognised, which obviously meant that a new deratisation had been demanded ; (2) that the cost of fumigation in certain cases had been out of all proportion to the results achieved, and (3) that in some cases the consular visa was required which, in view of the Convention, was entirely uncalled for.

He was first obliged to ask whether it was justifiable to appeal to the Sanitary Convention — an act which had only been ratified by the Netherlands and Netherlands East Indies on November 14th, 1930. The document in question was a report of the Committee on Maritime Transport, which required approval by the Council of the International Chamber of Commerce and was then published in the *Journal* of the Chamber in January 1931. The fact referred to therein as having occurred in the Netherlands East Indies could hardly, therefore, have taken place after the date of ratification.

He would not limit his comments to that point, however, particularly as the principles of the Sanitary Convention had been applied in the Netherlands East Indies long before its formal ratification. He was therefore ready to examine the substance of the complaints and see whether they would have been justified if the Convention had then been in operation.

According to Article 28, *periodical* certificates of deratisation were valid for six months. But the last paragraph but one of the article laid down that its provisions did not affect the recognised rights of the sanitary authorities under Articles 24 to 27. Under those articles, and Article 27 (2) in particular, deratisation could be required even in the case of uncontaminated vessels in exceptional cases and for adequate reasons which must be communicated to the captain in writing.

Moreover, the Protocol of Signature of the Convention noted that the Netherlands plenipotentiaries had declared : " that their Government reserved the right, in so far as the Netherlands East Indies were concerned, to interpret Article 27 (2) in the sense that the destruction of rats prescribed in that article might be applied to ships carrying a cargo from an area infected with rat plague, if the sanitary authority considered that such cargo was likely to harbour rats and that it was loaded in such a manner as to prevent the investigations referred to in the last paragraph of Article 24 " — *i.e.*, investigations with a view to ascertaining whether the death rate among rats was unusual.

The other complaints did not call for any detailed reply: The meaning of the statement that the costs of fumigation had been, in certain cases, out of all proportion to the results achieved, depended upon what was meant by " results achieved ". Did that mean the number of dead rats found after the operation ? He hardly thought so, but, in any case, the statement was not clear.

There was nothing in the Convention to show that consular visas would no longer be required, since Article 49 of the Convention merely recommended Governments to conclude special agreements with a view to the gradual abolition of consular visas. He had been an eye-witness to the ravages which plague could cause in a country like Java, the population of which, in certain regions, exceeded a density of 600 inhabitants to the square kilometre. Since the time when it made its first appearance, twenty years previously, the disease had caused the death of tens of thousands of human beings and payment in hundreds of millions of money. In those

circumstances, it was quite understandable that the sanitary authorities, who bore all the very heavy responsibility, should make every endeavour to apply conscientiously all the precautions prescribed by science.

He repeated that he was sorry to have to criticise a detail in the document submitted to the Conference by the International Chamber of Commerce, because, like his colleague M. Schlingemann, he was convinced that, on the whole, the document was of great value and should be taken into serious consideration by the Governments concerned.

M. SEELIGER (Germany) said that all persons who had had to deal with maritime navigation, the transport of passengers and goods, knew how many barriers were encountered. On many occasions, the German Government had had to take up cases similar to those set out in the report of the International Chamber of Commerce; masses of diplomatic notes had been exchanged on the subject and, generally speaking, it had always been difficult to persuade certain countries that they were acting contrary to their own interests in setting up such barriers to navigation.

The German Government entirely associated itself with the complaints made by the International Chamber of Commerce and had instructed him to do all he could to obtain, on the basis of the statements of the International Chamber of Commerce, full and entire freedom for navigation.

He wished to emphasise the great importance of international navigation. Apart from the fact that it brought nations closer together, it brought benefits to all nations, even to those which possessed no mercantile marine. It was one of the mainstays of international trade. Not so much, therefore, because they were bound by the provisions of conventions, as because of their higher interests, States should avoid placing barriers in the way of maritime navigation.

Those barriers might be grouped into three categories: privileges granted to the national flag, vexatious Customs formalities, and sanitary rules which savoured of an administrative protectionist policy.

The League, in the three Conventions already concluded under its auspices, had already improved the situation. The German Government was of opinion that if these three Conventions — namely, the Convention on the International Regime of Maritime Ports, the Convention on the Simplification of Customs Formalities and the International Sanitary Convention — were ratified by all countries and applied everywhere, both in the letter and the spirit, the Conference on Communications and Transit would need to take no other steps.

But in the circumstances, particularly as human weakness was as apparent in this as it was in other questions, the Conference on Communications and Transit was obliged to make efforts to induce countries to ratify these Conventions and even to consider the possibility of amplifying the Convention on Customs Formalities.

He did not propose to submit a draft resolution to the Conference. The list of speakers was long and the moment had come to draw a conclusion from the discussions. He would merely say that he did not share Sir John Baldwin's pessimism and was sure that a recommendation from the Conference would produce very effective results.

He had been very glad to hear the Portuguese delegate's statement. M. de Quevedo had intimated that Portugal would, in the future, be a veritable paradise for navigators. He hoped that these promises would soon be duly honoured. In any case, he warmly congratulated the Portuguese Government.

With reference to a statement by M. de Quevedo to the effect that Portugal had, upon occasion, neglected the interests of its own merchant marine in order to respect the interests of international navigation, he would point out that, if a country gave greater liberty to foreign maritime navigation in its ports, it was not acting contrary to the interests of its own vessels, because traffic led to further traffic and the increase of trade due to a liberal policy was of benefit in the first place to the national mercantile marine of the country which had adopted that policy.

He hoped, in any case, that the Conference would in its decisions be guided by the principle that navigation must be free and that this freedom should be safeguarded.

He hoped that the Conference would be guided by the Latin maxim: *navigare necesse est*.

SEVENTH MEETING.

Held on October 21st, 1931, at 4 p.m.

President: M. A. DE VASCONCELLOS.

VIII. BARRIERS TO MARITIME NAVIGATION (*continued*).

M. DE RUELLE (Belgium) agreed with the statements made, especially by the Swedish, British, Norwegian and German delegations. The Conference was neither a Board of Enquiry nor a Court of Law: its aim was to improve international relations by defining the principles which should govern communications between the various countries. The first of these principles was that of

unhampered freedom, which was the underlying principle of the conventions already in force just as it would be the basis of future conventions. No country should take umbrage at the remarks which had been made. It was within the scope of the Conference to examine objectively whether certain administrative measures which had been brought to its notice were justified and whether they were not rather of a purely fiscal nature, which would be the case if the charges made on the application of these measures did not correspond to the services rendered. The same would apply to measures restricting the freedom of navigation which exceeded what was necessary to protect the national flag within reasonable limits. Any such barriers were contrary to the principle of freedom and the States which employed such measures laid themselves open to public criticism. That was what had happened, and the International Chamber of Commerce had in the document before the Conference merely drawn attention to cases which seemed to it to infringe the principles defended by the League of Nations. Thanks were due to the International Chamber of Commerce for its praiseworthy initiative, and, in addition, it was a matter for congratulation that those countries represented at the Conference which had been asked to institute reforms had, to a very large extent, already taken steps to this effect.

General MARENA (Italy) wished to reply to three points raised in the report of the International Chamber of Commerce :

1. With regard to the observation concerning Italy on page 21 of the report, the Italian Government felt that the International Chamber of Commerce had been inadequately informed. As a matter of fact, on April 16th, 1928, the S.S. *Warkworth* arrived at Venice from Cuba. The Customs authorities, who had to say whether the quantity of bags mentioned in the bill of lading was correct, noted that nine sacks of sugar were missing. Obviously, the explanations of the captain could have no weight with the Customs authorities nor could they exempt the captain from his responsibility for errors in the bill of lading. At the most, the captain's explanations might incline the authorities to inflict a lighter fine. After the spontaneous and unconditional declaration of the party concerned, the lightest possible fine was levied under Article 80 of the Italian Customs law (No. 20 of January 26th, 1896). The Italian Government was sure that undue weight would not be given to so minor an episode, particularly as the good faith or negligence of captains could not warrant the description of "particularly vexatious" of certain Customs formalities which were indispensable in the interests of international maritime trade itself.

2. The report referred to "flag discrimination". Did the International Chamber of Commerce mean to refer to coasting trade ?

The view of the Italian and of many other Governments had always been that the Convention on the Freedom of Maritime Navigation did not apply to coasting trade, and the Italian Government could not admit any endeavour to make the Convention apply to such trade.

3. With regard to the ratification by Italy of the Convention and Statute on the International Regime of Maritime Ports, the Italian Government hoped that this would soon be an accomplished fact. If, as a previous speaker had said, *navigare necesse est*, could it be imagined that Italy, the responsible heiress of Rome's sea-power, would do anything to hinder the progress of that civilisation which had issued from her midst ?

M. KRAHE (Spain) explained that M. de Castro's remarks at the meeting referred only to certain arguments which had been advanced, but not to the substance of the question, which was of great importance. Spain would do all that lay in her power to solve the problems raised.

Mr. RIDDELL (Canada) was favourable to the principle of the resolution proposed by the International Chamber of Commerce. Canada would support all measures to further the freedom of maritime navigation. At present, the Canadian Government was examining certain Conventions with a view to their ratification.

M. CONTOUMAS (Greece) would personally have willingly followed the advice given by M. de Ruelle to countries mentioned in the report of the International Chamber of Commerce. But as subsequently the representatives of most of those countries had preferred to reply to the accusations concerning them, the Greek delegation was obliged to say a few words, lest its silence might be interpreted as an acknowledgment of the truth of the complaints made against Greece.

On page 10 of the report it was said that the Greek Consulate-General in New York levied, for the visaing of passports of travellers who did not patronise Greek lines, higher charges than in the case of passengers travelling in the vessels of the National Greek Navigation Company. The International Chamber of Commerce, in its legitimate desire to ensure the greatest possible freedom for maritime transport, had endeavoured to collect evidence right and left by touching on a question which had nothing whatever to do with the real object of its enquiry. That object was defined on page 4 of the report, where it was said that the International Chamber of Commerce "was convinced that this result — *i.e.*, the final abandonment of flag privileges — would be attained by the ratification and application of the Convention on Maritime Ports". Thus, the International Chamber of Commerce had decided not to examine the question of barriers *de lege ferenda*, which would have led it to enquire into all the aspects (subsidies, etc.) of direct and indirect protectionism in the matter of navigation, but stated that it took up its position solely on the basis of existing international law and particularly the provisions of the Statute of 1923.

That would mean that Greece, which was bound by the Statute, had, through the practice adopted by her consulate at New York, infringed certain international agreements — a conclusion which was absolutely inaccurate. He would quote Article 2 of the same Statute, which obliged every contracting State “ to grant the vessels of every other contracting State equality of terms with its own vessels, or those of any other State whatsoever, in the maritime ports situated under its sovereignty or authority, as regards freedom of access to the port, the use of the port and the full enjoyment of the benefits as regards navigation and commercial operations which it affords to vessels, their cargoes and passengers ”.

The port of New York was not under the sovereignty or authority of the Greek Government, so that the passport visas charged surely did not come within the scope of the freedom and facilities mentioned in the Statute. The chapter on Greece was therefore irrelevant in the report of the International Chamber of Commerce. It had doubtless been inserted by mistake, particularly as the procedure adopted by the Greek consulate in New York was common to other countries — Italy for instance — which the Chamber of Commerce did not quote in its report.

Nevertheless, the Greek Government was prepared to support any proposal for examining the whole range of actual barriers to maritime navigation and for their avoidance.

M. GARCIA-OLDINI (Chile) said that, with regard to the first point raised by the International Chamber of Commerce, he had carefully read the *Official Journal* of his country and had not found any decree granting special rights or a privileged situation to Portuguese vessels. His Government, in accordance with existing practice, treated all countries on a footing of absolute equality. As there was no special treaty granting Portuguese vessels an exceptional situation, and as there were no particular circumstances which could justify such privilege, he supposed that the passage in question was a printer's error which the International Chamber of Commerce could explain without difficulty.

With regard to the second point, he thought that, when documents, like the present document, were published, every care should be taken in editing the text. That had not been so in the present case, since the report of the International Chamber of Commerce said : “ the revenue from Chilean consular fees is used to subsidise shipping lines, etc.” Anyone reading that paragraph would think that the whole Chilean consular revenue was used for the purpose, which was not correct.

The law to which the International Chamber of Commerce referred laid down that the President of the Republic might indeed use a sum up to 2,000,000 pesos to subsidise national companies which had for two years at least maintained a regular service through the Panama Canal. As the Conference would note, the sum in question did not amount to the whole consular revenue, but to only a very small part thereof. If the question were carefully studied, it would be seen that the case was not one of a mere subsidy, but of an authorisation under which the Government could pay a sum to national companies which were bound by the provisions of the law ; on the other hand, it also allowed the Government to participate in the profits of these companies. Thus the subsidy really amounted to participation in the capital issue of the companies.

In order properly to understand the situation, it was absolutely necessary to take into consideration the position of each country in the light of the present problem.

European nations, which had arrived at full economic development, were situated in the centre of maritime navigation and enjoyed all modern means of communication, could, if they liked, refrain from aiding their merchant marine. Other nations, however, situated as they were at extremities of the globe, their only link with the economic and commercial centres being maritime navigation, could not afford to forgo the creation and maintenance of a national merchant marine without endangering their economic development and the continuity and independence of their communications with other countries.

For all these reasons the Chilean delegation thought that the whole question, together with its previous history and the opinions expressed during the discussion, should be referred to the Communications and Transit Committee, in order that the latter might, in conjunction with Governments, consider the best means of reaching a solution which would safeguard all the interests concerned.

In reply to the Assistant Secretary-General of the Conference the representative of the International Chamber of Commerce explained that the word “ Portuguese ” in the French text was a misprint: it should have been “ national ” as in the English text, which was correct.

M. RUIZ-GUINAZU (Argentine), referring to the various paragraphs in which his country was mentioned in the “ Customs and Consular Difficulties ” chapter of the report, said that obviously the charges were for services rendered — and they varied according to the nature of the service — but these could not by any effort of the imagination be deemed to constitute barriers to international maritime navigation. It was, for instance, an exaggeration to say that “ charges of a particularly vexatious nature were those levied for three copies of the invoice only obtainable from consuls at about 1/- per sheet ”. Shipping companies and agencies possessed these invoices, and not consulates. Consulates, in fact, were not obliged to provide them, but, if they did so, they were not authorised to charge any fees. The consular charge was made for *legalisation*: according to Argentine administrative law the original invoice and two copies for the shipper were the only papers which required legalisation ; in addition, two other copies were supplied free of charge for official purposes (one for the Customs of the country of destination and the other for the consular archives).

As regarded consular office hours, Article 24 of the Consular Rules laid down that consular offices must be open from 11 a.m. to 5 p.m., or during the usual consular office hours in each

country. Extra fees were indeed charged for work outside office hours but that was an accepted legal principle, since consular officers ought not to be required to work on holidays or at extraordinary hours. Sometimes, however, shipowners wished to send off their vessels at night or at daybreak, in which case supplementary fees were charged. It was to avoid such disregard of office hours that a new Decree had been promulgated on March 17th, 1931, establishing compensation for work done outside office hours of 10 gold pesos (in addition to the 6 gold pesos for every hour or part of an hour indicated in Article 32 of the official tariff) when the vessel had to sail between the hours of 8 a.m. up to the time of the opening of the office or after the closing of the office up to 8 p.m. During the night, from 8 p.m. to 8 a.m. the charge was 15 pesos. On holidays, the charge was also 15 pesos at any time. That decree consolidated the official tariff and abolished all other supplementary charges. As regarded deratisation, the special geographical situation of the Argentine should be taken into account. Buenos Aires and other Argentine ports generally formed the termini of railway lines. Before reaching those ports vessels were almost invariably obliged to call at ports infested with bubonic plague, of which rats were the most dangerous propagators. The measures taken were in strict conformity with the advice of science ; but, as the International Chamber of Commerce recommended, the Argentine Government also accepted certificates of origin for sanitary inspection. Sometimes only ordinary additional inspection was required. If the list of fees on page 24 of the report were consulted, it would be seen that Argentine consular fees were very moderate.

He had, however, noted the observations made and would bring them to the notice of his Government, which had always made every endeavour to simplify formalities in view of the volume of its trade.

M. SHICHIDA (Japan) stated that the Japanese delegation was in agreement with the resolutions of the International Chamber of Commerce.

M. BORRIELLO (International Chamber of Commerce) thanked the Belgian delegate for his statement. The only aim of the International Chamber of Commerce had been to study and discuss any possible existing barriers to maritime navigation. The examples quoted should not be treated as comparisons. The International Chamber of Commerce had tried to deal with the problem of flag discrimination and had given certain examples which were not in any way intended to be accusations.

The Portuguese delegate had stated that many of the hindrances mentioned had now disappeared. The Portuguese decree had been promulgated at about the same time as that at which the International Chamber of Commerce had drawn up its report. He particularly welcomed the statement of the Portuguese delegate regarding the steps which had been taken and were about to be taken. He also wished to thank the Spanish delegation for the similar assurances it had given, particularly the statement of the Spanish Minister for Foreign Affairs that the Memorandum of the International Chamber of Commerce was to be considered by a special committee appointed by the Government, on which the Spanish representative in the International Chamber of Commerce would sit as a member.

He would request the Secretary-General of the International Chamber of Commerce to send all further details to the Uruguayan Government and was very glad to note that the same Government proposed to take the necessary steps to eliminate such difficulties as still remained. The last case noted in the memorandum in connection with the Netherlands East Indies had occurred in May 1930 and, of course, the Netherlands East Indies had signed the Convention subsequent to that date. He apologised for a misprint on page 24. The second paragraph under the heading "Netherlands East Indies" was not meant to apply to the Netherlands East Indies but was intended to be a quite general observation. With regard to the points raised by the Italian delegate, the International Chamber of Commerce had never wished to suggest that vessels should not submit to the form of inspection existing in the countries they visited. The case was only quoted as an example of the possibility which Customs authorities had of raising barriers if they wished to do so. As a matter of fact, if the agent of the company had applied to the proper authorities, the fine would have amounted to about 5/- only. The authorities were generally very clement, but the fines which they were authorised to impose if they judged fit were very heavy. The International Chamber of Commerce had meant to suggest that all countries, not only Italy, should investigate this point.

He quite agreed that the coasting trade was not even in question. He welcomed the declaration that the Italian Government hoped soon to be able to sign the Convention. With regard to Greek consular fees in New York, the International Chamber of Commerce had intended to refer to flag discrimination in general. Surely if the fees charged for visas varied according as to whether passengers travelled on Greek or foreign vessels, that was a form of discrimination. The comments in connection with Chile were based on a communication from the British Legation in Santiago to the Norwegian Legation in that city, to the effect that the Chilean Law 4815 of February 3rd, 1930 (Articles 2 and 4), accorded a rebate of 50 per cent to Chilean vessels as compared with foreign vessels. As regarded the references in the report to the Argentine, he thanked the Argentine delegation for its full and frank explanation. There again changes had been made in the hours and regulations of the consular services subsequent to the preparation of the memorandum. He was glad to note (*vide* letter from the British Minister of Health dated

September 18th, 1931) that deratisation exemption certificates and deratisation certificates were now being accepted in the Argentine. Personally he still believed that most of the facts set out in the memorandum were correct, but the Secretary-General of the International Chamber of Commerce would always be prepared to reply in detail to all enquiries.

With regard to sanitary arrangements, the International Chamber of Commerce had in May 1931 adopted the following resolution :

“ The International Chamber of Commerce desires to state how highly it appreciates the International Sanitary Convention of 1926 for the improvement it has brought about in shipping and trade conditions so far as sanitary requirements are concerned, and thanks the International Office of Public Hygiene for the encouragement it has given to the practical application of the Convention.

“ It draws attention to the fact that numerous difficulties are still encountered in various countries as regards the strict application of the provisions of the Convention, and recommends that the efforts of the International Office of Public Hygiene to eliminate these difficulties should be supported. It recommends that this Office should continue and intensify its efforts and that Governments should avail themselves as widely as possible of the provisions of Article 49 of the Convention for the conclusion of bilateral agreements.”

As several delegations had asked whether the International Chamber of Commerce had anything definite to propose, he would venture to read the following draft resolution, although he was aware that an outside body could not move a resolution in the Conference.

“ Since the principle of the freedom of communications and transit and an equitable treatment of commerce has already been raised in the Covenant and subsequently defined by the Conventions concluded under the auspices of the League of Nations, and since it is only by the application throughout the whole world of the letter and spirit of the Convention and Statute on the International Regime of Maritime Ports and by the adoption of a liberal policy with regard to consular and Customs formalities, that in the domain of maritime navigation these principles can exercise their full effect, and confidence in the efficacy of international agreements can be maintained ;

“ The Conference requests the Council of the League of Nations to authorise the Secretary-General of the League to draw the attention of Governments Members of the League to the importance not merely of ratifying the Convention on Maritime Ports (if they have not already done so) and the other Conventions connected therewith, but also, as regards consular and Customs formalities, of adopting an attitude which will make it easier for vessels flying any flag to pass through their ports freely, rapidly and with little expense.

“ It also requests the Advisory and Technical Committee for Communications and Transit to study and recommend appropriate steps to enable it to remedy cases, brought to its notice, of barriers raised against maritime navigation and international trade.”

M. CIUNTU (Roumania) stated that the errors and omissions in the report of the International Chamber of Commerce to which a certain number of delegates had referred made him think that the barriers — in any case small — mentioned in the report with regard to his country were really even smaller than would appear. He thought it was a cause for congratulation if the report contained all that could be said concerning barriers to maritime navigation in Roumania. As for the task at present before the Conference — *i.e.*, the abolition of barriers to maritime navigation — he thought it hardly necessary to insist upon the interest taken by his country in the question, and upon Roumania's desire to collaborate in the best spirit.

The PRESIDENT agreed that an outside body could not submit a draft resolution to the Conference. Any delegation could, however, propose a resolution embodying the suggestions submitted by the International Chamber of Commerce.

M. VASCO DE QUEVEDO (Portugal) confirmed the statement that, whereas the memorandum had been prepared in February 1931, Portuguese legislation abolishing all discrimination had been passed in January and promulgated in February, therefore the recommendations of the International Chamber of Commerce had been forestalled. The efforts of the International Chamber of Commerce to facilitate navigation merited the gratitude of Governments. With regard to M. Seeliger's observations, he agreed that in normal times the erection of barriers would be entirely incomprehensible. In present circumstances, however, it should be recognised that a country which voluntarily abandoned all means of economic defence was making an undoubted sacrifice to the cause of international co-operation.

M. CONTOUMAS (Greece) was glad to note that the International Chamber of Commerce did not intend to charge Greece with failing to honour her international undertakings and that the New York consular visas had merely been quoted as a general example of a case in which improvements might be made in the future. He would remind the Conference that the fees charged for visas were based on a system of reciprocity with other countries. If other countries charged higher fees, Greece could hardly be blamed for adopting reciprocal treatment.

Sir John BALDWIN (Great Britain) was in sympathy with the draft resolution suggested by the International Chamber of Commerce. He would willingly have moved that resolution himself, but he still doubted the value of general and somewhat platonic resolutions. For years the Communications and Transit Committee and the Conferences had been drawing the attention of Governments to the necessity of signing the Conventions mentioned in the International Chamber of Commerce's draft resolution. Some of the gist of that resolution, therefore, already formed part of the League's constitutional procedure. He wondered whether it would not be possible to find some more practical means of achieving results. Would it not be better to submit the questions raised in the memorandum to the appropriate Committees of the Advisory and Technical Committee for Communications and Transit with a request that they should enquire, not into individual cases, but into the principles which those cases involved, and should, if necessary, communicate direct with Governments ?

M. SEELIGER (Germany) suggested that the substance of the question had now been fully discussed. The time had come to reach a decision. No one had ever contested the right of countries to take steps to develop their own trade, but all countries must limit their freedom in such a way as not to infringe the freedom of other countries, which would be contrary to the fundamental principle upon which the League of Nations is founded. He was in favour of utilising the machinery of the Communications and Transit Committee in order to carry this question a step farther.

M. Silvain DREYFUS (France) said that the French delegation associated itself willingly with the reasonable and just remarks made by so large a number of speakers concerning the necessity of suppressing as completely as possible the barriers to the freedom of maritime navigation in conformity with the desires expressed by the International Chamber of Commerce. Regarding the conclusions to be drawn from this discussion he was of opinion that the best solution would be simply to refer the question to the Communications and Transit Committee, which had already had occasion to deal with it. This procedure should satisfy the International Chamber of Commerce, the representative of which had stated at the last session of the Transit Committee that the Chamber desires the moral support of the authority of the Conference. There could be no doubt that the Transit Committee would study the question with the great care it merited.

M. Vasco DE QUEVEDO (Portugal) entirely agreed with M. Seeliger's remarks.

M. SCHLINGEMANN (Netherlands) agreed that the question should be referred to the Transit Committee. It should be understood, however, that the Committee would be entitled to take action of its own accord before the Fifth Conference met.

Sir John BALDWIN (Great Britain) said he proposed to submit a draft resolution (which he read).

M. SINIGALIA (Italy) agreed that the matter should be referred to the Communications and Transit Committee.

M. Silvain DREYFUS (France) (Chairman of the Communications and Transit Committee) assured M. Schlingemann and M. Sinigalia that, in conformity with all precedents, the Committee would take such steps as it thought to be urgent and necessary, without awaiting the convening of the Fifth General Conference.

M. POLITIS (Greece) and M. DJOURITCHITCH (Yugoslavia) agreed with M. Silvain Dreyfus.

M. SCHLINGEMANN (Netherlands) observed that Sir John Baldwin's draft resolution referred only to Customs and consular barriers. Other barriers which were quite as important had been mentioned in the memorandum.

Sir John BALDWIN (Great Britain) replied that it would be undesirable to enumerate all the points in the draft resolution. When the Communications and Transit Committee took up the question, it would naturally examine all the points involved.

The PRESIDENT observed that Sir John Baldwin's text was not now under discussion. The text would be distributed and discussed later.

M. GARCIA-OLDINI (Chile) hoped that the question would not be regarded from one standpoint only. It would be impossible for countries to agree to any solution which would hinder their own economic development and trade expansion.

The PRESIDENT suggested that Sir John Baldwin and the Bureau should draft a text on the lines of the discussion. That text could then be discussed at a later meeting.

This was agreed to.

EIGHTH MEETING.

Held on October 22nd, 1931, at 10.30 a.m.

President: M. A. DE VASCONCELLOS.

IX. EXAMINATION OF THE MEMORANDUM ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE COMMUNICATIONS AND TRANSIT COMMITTEE SINCE THE THIRD GENERAL CONFERENCE (continued).

Ports and Maritime Navigation (see Annex 1, section 2, I).

(a) *International Conference for the Unification of Buoyage and Lighting of Coasts.*

M. SCHLINGEMANN (Netherlands) remarked that the period of one year, mentioned in the last paragraph of the resolution concerning the continuation of work relating to the unification of buoyage, had now elapsed. The Lisbon Conference seemed to have been rather too optimistic in fixing such a short interval for the resumption of its work. He hoped, nevertheless, that the Governments concerned had had time to form an opinion on the question and that the Conference could continue its work in the not too distant future.

M BIRKELAND (Norway) quoted in this connection the following extract from the Second Committee's report to the last Assembly :

“ The Assembly naturally expects that the Communications and Transit Organisation will not propose the summoning of a second Conference until it has taken every care to ascertain that such a Conference would be likely to meet with complete success.”

During the discussion in the Second Committee, the Norwegian delegate had been distinctly opposed to the premature summoning of a fresh Conference, a view fully shared by some other delegations. Shipping circles also were not at present in favour of a Conference which, prematurely convened, would not be a complete success. He wondered whether a new buoyage Conference might not be postponed indefinitely without any harm being done to any vital interests.

General MARENA (Italy) stated that, after considering the proceedings of the International Conference held at Lisbon from October 6th to 23rd, 1930, and in view of the favourable opinion expressed by an Italian inter-ministerial Committee which was asked for its views, the Italian Government expected that it would be able to ratify the recommendations which it had supported on certain questions forming part of a complete international buoyage and lighting system.

Sir John BALDWIN (Great Britain) said that his Government had no wish to precipitate a fresh Conference, but it must not be forgotten that the following resolution had been adopted unanimously by the Lisbon Conference :

“ The Conference . . . decides to postpone its work on buoyage questions and expresses the hope that it will be given an opportunity of resuming its work in about a year's time, with a view to allowing the Governments concerned to make fresh efforts to reach complete agreement after consideration of the proceedings of the present Conference.”

It had been suggested that a new Conference should be held at the end of this year ; that seemed to him an impossible date, but he had no objections to the Conference being held in 1933. The British Government's position with regard to buoyage and lighting of coasts was rather peculiar : in Great Britain alone, to say nothing of the Colonies and Dominions, the Government had to consult a large number of authorities in order to co-ordinate their views. It should also be remembered that, in this sphere, local authorities enjoyed a good deal of independence.

He did not, however, share the view of the Norwegian delegate that the Conference should be postponed indefinitely ; 1933, he thought, would be a reasonable date.

The declaration made at Lisbon by the delegates of the principal European States that they were prepared at that time to come to an agreement on the points left unsettled by the Conference could not be ignored and he trusted, therefore, that the Norwegian delegate would not press his proposal.

M. Silvain DREYFUS (France) announced that the French Government had ratified the two Agreements on Maritime Signals and on Manned Lightships not on their Stations ; the Recommendations on Lighthouse Characteristics and Radio-Beacons would be applied in France by means of regulations.

The interval of a year, stipulated by the Lisbon Conference, was certainly rather optimistic. The Communications and Transit Committee had not gone so far as the Conference, since it had passed the following resolution :

“ The Advisory and Technical Committee ;

“ Associating itself with the resolution adopted by the Conference for the Unification of Buoyage and Lighting of Coasts on October 23rd, 1930, concerning the continuation of the work for the unification of buoyage :

“ Requests the Council to take the necessary steps for the interrupted work to be resumed in 1932, or, at latest, at the beginning of 1933.

“ It requests its Chairman to communicate the present resolution in good time to the Secretary-General of the League for transmission to the Council, the Chairman being authorised to set up a preparatory Committee to facilitate the work of the Conference, should he consider such a course desirable.”

The Transit Committee had therefore been extremely prudent. He supported Sir John Baldwin's view, and thought that the General Conference might adopt the standpoint of the Transit Committee. He objected, on the other hand, to any proposal to adjourn the Conference *sine die*.

M. HJELT (Finland) said that the competent Finnish authorities had in principle supported both the Lisbon Agreements by signing, but ratification had been delayed owing to the cost which their adoption would involve, a cost out of all proportion to the benefits fishing and navigation would derive from such alterations. It did not follow that the Finnish Government was opposed to carrying on the work in connection with the unification of buoyage, but in the present crisis it could not introduce changes involving extra expenditure which it could not afford.

M. SEELIGER (Germany) shared the views of the British and French delegates. His Government had endorsed the Lisbon Conference's resolution and could not understand the Fourth General Conference rejecting it ; all it had to do was to endorse it.

The PRESIDENT, summing up the discussion, thought that the Transit Committee, when this question came before it, should in due course propose the convening of a fresh Conference.

M. BIRKELAND (Norway) asked whether the Communications and Transit Committee proposed to ascertain in advance the intentions of Governments regarding the buoyage and lighting of coasts.

The SECRETARY-GENERAL OF THE CONFERENCE replied that he could reassure the Conference on this point. The Transit Organisation would shortly receive from the British Government proposals which would form a basis for fresh discussions. These proposals would be forwarded to the Governments concerned, whose views the Transit Organisation proposed to secure. A small preparatory committee could, if necessary, be formed, to ensure the complete success of the new Conference.

Sir John BALDWIN (Great Britain) confirmed the statement of the Secretary-General of the Conference, and explained that the British Government's proposals to the League would naturally take account of the proceedings of the Lisbon Conference. They should reach the Secretariat this month, or, at the latest, next.

M. GAJARDO (Chile) objected to an adjournment *sine die*; care should be taken to consult all the Governments, to prevent the coming Conference being a failure.

The PRESIDENT assured M. Gajardo that the Transit Committee would take every precaution before summoning the Conference to make sure that it had every prospect of success.

(b) *Unification of Maritime Tonnage Measurement.*

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE explained that an error had occurred in the text of the memorandum (see Annex I, I). The last sentence of paragraph (b) should read as follows :

“ The draft regulations will be submitted to all the Governments concerned which will be asked to give their views on the subject and forward any suggestions regarding the best procedure to be followed for giving effect to the regulations.”

This was agreed to.

General MARENA (Italy) said that, in view of the great interest taken by the shipping world in solving the problem of the unification of maritime tonnage measurement, the Italian Government

would certainly send a representative to the International Conference, which would probably meet in 1933, to discuss the draft tonnage measurement regulations which would have been examined by the Communications and Transit Committee and which the Governments concerned would for their part have examined.

Sir John BALDWIN (Great Britain), speaking for himself as well as for his Government, was gratified to note the changes which had just been made in the wording of paragraph (b), but could not endorse the statement of the Italian representative. The British Government would prefer to leave it to the Governments concerned to consider what action they should take.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE wondered whether the British delegate's statement could be interpreted as referring only to the question of procedure and did not mean that the British Government objected to a uniform system of regulations being adopted for tonnage measurement. He would like to point out that the draft regulations had been unanimously adopted by a Committee of Experts on which there was a British representative.

Sir John BALDWIN (Great Britain) replied that that was the general sense of his statement. His Government's main objection was to the procedure, particularly the summoning of a Conference for 1933 or any other date. Until the Governments concerned had examined and given their views on the draft regulations, there could be no question of convening a Conference.

The PRESIDENT said that *the views expressed would be duly noted.*

(c) *Penal Consequences of Collisions at Sea.*

General MARENA (Italy) said that, as everyone knew, Italian shipping law was among the most advanced. Italy, therefore, supported the Transit Committee's resolution regarding the penal consequences of collisions at sea. The Italian Government realised the importance of the questions, considerations and recommendations which the Committee thought might with advantage be brought to the attention of Governments with a view to ascertaining their opinions and, if necessary, proposals, without touching on the legal question at issue.

The PRESIDENT said that *this statement would be noted.*

(d) *Coasting Trade.*

General MARENA (Italy) remarked that at the Second General Conference on Communications and Transit in 1923, on the proposal of the Italian and Japanese delegates, a recommendation on coasting trade was unanimously adopted. Last year, when replying to the questionnaire sent by the League Secretariat to Governments, Italy defined its views more clearly on the question of coasting trade, taking current national legislation as a basis.

The Italian Government, which had always shown and would continue to show the keenest desire to co-operate, was also considering the possibility of an international definition of the term "coasting trade". This would ensure the equitable treatment of commerce and the freedom of international shipping traffic, as well as safeguard certain commercial and economic principles closely connected with each country's pacific aspirations.

The PRESIDENT pointed out that the question was under investigation, and the Conference would doubtless be unanimous in favour of such investigation being continued.

This was agreed to.

(e) *Comparative Study of National Laws governing the Granting of the Right to fly a National Flag.*

M. SCHLINGEMANN (Netherlands) asked whether the study of this question had led to anything definite.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE said that the replies received from Governments had enabled a large amount of information to be collected and published.¹ The question, however, had not yet been submitted to a Special Committee.

Sir John BALDWIN (Great Britain) took it that, from what was said under this heading in the memorandum, there was no idea of making proposals immediately but merely of continuing a comparative study of national laws and practice regarding the grant and transfer of the national flag. He would object to any Conference being held for unifying the procedure under which such

¹ See document C.248.M.112.1931.VIII.

grants and transfers were made. The Transit Committee should merely investigate the possibilities open to certain vessels of sailing under a flag to which they were not entitled.

M. SEELIGER (Germany) remarked that, when the Transit Committee had, at the request of Finland, considered the question of alcohol smuggling, the hope was expressed that by a convention on the transfer of flags it would be possible to restrain smuggling by vessels flying a flag to which they were not entitled. As there was a certain amount of opposition to this procedure, a general enquiry had been proposed concerning present legislation on the granting of the right to fly a flag in various countries. He stated that he could not understand the purpose of this enquiry to which he had objected. On behalf of his Government, he would therefore now support Sir John Baldwin's objections and asked that the question should only be studied for the purpose of collecting full information.

M. SCHLINGEMANN (Netherlands) endorsed the British delegate's views. His only idea in raising the question was to clear up the point for his own satisfaction and that of the Conference also.

General MARENA (Italy) explained that both in Italy and the Italian colonies the legality of the sale, cession or other transfer of national vessels to foreigners depended on the prior sanction of the Ministry of Communications, which dealt with all questions affecting the mercantile marine. Deeds concluded contrary to this provision were considered as void, and shipping or consular authorities were forbidden to register them. Furthermore, before sanctioning the sale of an Italian vessel to foreigners, the Ministry made a thorough investigation of the motives for the sale, the nationality of the purchaser, the kind of traffic in which the vessel would be engaged under the new flag, etc., so that sales were always attended by all kinds of precautions and guarantees on the general lines of the recommendation made by the Finnish Government to the League of Nations.

M. HJELT (Finland) trusted that the study undertaken would lead to satisfactory results.

Miscellaneous Questions (continued).

Transport of Newspapers and Periodicals (continued) (see Annex I, section 2, IX).

The PRESIDENT said that, as the result had not been clear, the discussion of this question would be resumed.

M. LEVERVE (International Railway Union) stated that the position as regards the International Railway Union was as follows :

In December 1930, the Managing Committee of the Union had adopted regulations to which it had given the character of recommendations concerning the international transport of newspapers and had, in addition, instructed the Goods Committee to continue its examination of certain practical difficulties relating to rates and allowances and to the extension of the regulations to the transport of periodicals. At its meeting in April 1931 this Committee had examined these various points and had proposed to the Managing Committee that the regulations should be made obligatory, but that their application should not at present be extended to the transport of periodicals. As regards transport it thought that a distinction should be made between daily newspapers and periodicals, and that the new regulations, temporarily at least, should not apply to the latter.

The Managing Committee would shortly meet in Paris to take a decision on these proposals.

Sir John BALDWIN (Great Britain) asked whether no exact definition had been found and unanimously accepted for periodicals.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE replied that the Permanent Legal Committee had been asked to define the term "periodical", but had not yet reached a definite decision. Pending such decision, therefore, the International Railway Union preferred to exclude periodicals from the regulations.

M. LEVERVE (International Railway Union), confirming the explanations given, added that, if periodicals were put on the same footing as newspapers, it might lead to express trains being overloaded and their departure delayed, to the detriment of proper operation of the system. The Goods Committee, therefore, had felt unable, for the moment, to apply the regulations for newspaper transport to periodicals.

M. René MAYER (France) thought it would be better to give up the idea of finding a legal definition for periodicals, in view of the almost insuperable difficulties involved. The question should be considered from the practical standpoint — to what extent railways could conveniently transport periodicals on the same terms as newspapers.

X. DRAFT RESOLUTION SUBMITTED BY M. POLITIS AND M. HEROLD REGARDING A NEGOTIABLE DOCUMENT FOR THE INTERNATIONAL TRANSPORT OF GOODS BY RAIL (see Annex 3).

General Discussion.

M. René MAYER (France) thought that, if the Conference wished this resolution to facilitate the introduction of the negotiable railway document into European railway practice, it should contain more information on the utility of such a document ; the proposal would be more successful if it were confined to what the circles concerned had asked for. The Conference, therefore, should advocate the negotiable instrument for the transport of certain goods rather than for the transport of goods generally. Similarly, it would be preferable to indicate that it did not apply to all consignments but only to consignments for certain destinations which could easily be determined beforehand. With these limitations the utility of the reform would be much more easily admitted by the Governments of certain countries where the railway administrations still hesitated to conform to this requirement of trade, as they would be reluctant to see the principle of negotiability extended from the international to the national service, which would not be permitted by certain national legislations. He therefore suggested altering the first paragraph as follows :

“ Recognising the utility, from the economic and commercial point of view, of the creation of a negotiable transport document for the international transport by rail of certain goods for certain destinations . . . ”

M. HEROLD (Switzerland) accepted the proposed amendment.

M. POLITIS (Greece) thought M. René Mayer's remarks were quite correct, but the authors of the draft resolution had deliberately refrained from going into details ; paragraph 1, to their mind, was not a definition but a kind of heading to the draft resolution. The Conference had neither the time nor the means to consider every special case ; that was the business of experts. These remarks did not mean that he objected to the changes suggested by M. René Mayer.

M. SEELIGER (Germany) thought extreme care should be taken in drafting the resolution not to commit themselves one way or the other, seeing that the Conference was still uncertain as to what would happen when the question of a negotiable transport document was considered by the Managing Committee of the International Railway Union. He therefore supported the changes proposed by M. René Mayer.

M. NORDBERG (International Chamber of Commerce), to reassure M. René Mayer, stated that the International Chamber of Commerce had already made allowance in its proposals for the objections just raised and had even introduced a third kind of limitation by stipulating that goods should be transported in full wagon-loads.

M. MALTESE (Italy) proposed that the words in the amendment “ for certain destinations ” should read “ for certain connections ”, the latter being the technical expression used in railway terminology for stations of departure and arrival combined.

M. SINIGALIA (Italy), recalling that the reform had been requested some time ago and in view of the fact that it was of recognised utility, stressed its urgent nature and accordingly asked that the opening words of the resolution should read : “ Recognising the utility and the urgency, etc.” In support of his request he pointed out that, if it was desired to follow the usual procedure and postpone the question until 1933, it would be necessary to wait at least six or seven years before the negotiable waybill was put into practical use ; it having been proved by experience that the ratifications of the amendments to the Berne Convention took four years, or even more.

M. COLOMB (Central Office for International Railway Transport) pointed out that the insertion of the word “ urgency ” would not affect the matter, since the date of 1933 for convening the Conference for the Revision of the International Convention on the Transport of Goods by Rail followed automatically from Article 60 of the Berne Convention on Goods Transport. The opening words of this article read as follows :

“ Article 60. Revision of the Convention :

“ § 1. The delegates of the contracting States shall meet to revise the Convention, on the summons of the Swiss Government, not later than five years after the modifications adopted at the last Conference come into force.”

The International Convention on the Transport of Goods came into force in October 1928 ; five years from the latter date would mean October 1933, which was the last term for convening the Conference for revision.

M. NORDBERG (International Chamber of Commerce), on behalf of the Chamber, supported M. Sinigalia's proposal.

M. POLITIS (Greece) also supported the proposal.

M. HEROLD (Switzerland) thought, on the other hand, that in view of M. Colomb's statements the Conference should not adopt M. Sinigalia's suggestion. A reference to urgency would not affect the date for convening the Conference, which was governed by a special clause. Moreover, it might create misunderstanding and even unjustified expectations.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE thought that the question of urgency referred, not merely to the interval which would elapse before the Conference for revision met, but also the period preceding the entry into force of the provisions adopted by that Conference. The idea of urgency might therefore be accepted without violating the provisions of Article 60 of the Berne Convention.

M. DE DIETRICH VON SACHSENFELS (Hungary) supported the interpretation given, and endorsed M. Sinigalia's proposal the more heartily since Hungarian business circles took a keen interest in this question.

M. SEELIGER (Germany) dissented. He agreed with M. Herold that a reference to urgency was incompatible with the procedure to be followed. It might eventually be inserted at the end of the resolution in the following form: "Recognises that the Council of the League of Nations in the near future, etc."

M. SINIGALIA (Italy) was the more surprised by M. Herold's opposition, seeing that his proposal had been supported by M. Politis who was the other person responsible for the draft resolution. There seemed to be no reason why the Conference should not draw the attention of Governments to the urgency of adopting such a measure.

It seemed to him somewhat strange that the utility of a certain measure should be recognised and that at the same time a procedure, which could be modified by an agreement between Governments, should be eagerly followed, with the result that the adoption of this measure was postponed to a very far-distant date.

Continuation of the discussion was adjourned until the next meeting.

NINTH MEETING.

Held on October 22nd, 1931, at 4 p.m.

President: M. A. DE VASCONCELLOS.

XI. DRAFT RESOLUTION SUBMITTED BY M. POLITIS AND M. HEROLD REGARDING A NEGOTIABLE DOCUMENT FOR THE INTERNATIONAL TRANSPORT OF GOODS BY RAIL (*continued*) (see Annex 3).

Paragraph 1.

M. NORDBERG (International Chamber of Commerce) said that M. Sinigalia's motion could only apply after the Convention had been revised. He thought a transitional clause could be inserted to meet urgent needs.

M. SEELIGER (Germany) suggested that the word "urgent" should be omitted from the first paragraph and that a remark should be inserted at the end of the resolution to the effect that action should be taken as quickly as possible.

M. René MAYER (France) suggested, in order to meet M. Sinigalia, that the last paragraph of the resolution should read as follows:

"2. Recommends that the Council of the League of Nations draw the attention of the Governments to the importance of the problem, so that a practical solution may be arrived at in the shortest time consistent with the provisions of the International Convention on the Transport of Goods by Rail."

M. SINIGALIA (Italy) said that it was indifferent to him whether the idea of urgency was placed at the beginning or end of the resolution. He had introduced his motion, because he thought the International Chamber of Commerce attached importance to a rapid solution of the problem in view of the present economic situation. It would now appear that the International Chamber of Commerce regarded the matter as being of only relative urgency. He could therefore agree to the expression "in the shortest time".

With regard to M. René Mayer's proposal, he could not agree that the "shortest time" should be subordinated to "provisions, etc." The Governments were aware of their engagements under the Convention; they alone could decide on the procedure to be followed, and it was unnecessary to insist.

With regard to the French text of the first paragraph, he asked whether the Conference, as he thought, fully recognised the utility of such a document. The words " que pourrait avoir " (omitted from the English text) would seem to show there was some doubt on the subject.

M. René MAYER (France) said there was no doubt as to the utility of the document, and the words in question were used because that document did not yet exist.

M. SINIGALIA (Italy) said this was not quite true, as the document existed in some American countries and its utility was fully recognised.

Sir John BALDWIN (Great Britain) pointed out that the discrepancy between the English and French texts should be removed.

Paragraph 1 was adopted, subject to the English text being brought into harmony with the French text.

Paragraph 2.

M. SEELIGER (Germany) suggested that the second paragraph should be inserted after the fourth paragraph, as this would be more logical.

M. SINIGALIA (Italy) suggested that, after the words " International Railway Union ", a phrase should be added such as " negotiations taking place between certain States ".

M. HEROLD (Switzerland) asked to what negotiations M. Sinigalia referred. The Conference could only mention negotiations of which it had cognisance — namely, those of the Special Committee of the International Chamber of Commerce and of the International Railway Union.

M. GRÜNEBAUM (Austria) said M. Sinigalia had no doubt referred to negotiations between Austria and Hungary on this subject to which he, M. Grünebaum, had drawn the Conference's attention. He had no objections to those negotiations being noted by the Conference.

M. POLITIS (Greece) agreed with M. Herold. The Austro-Hungarian negotiations referred to a regional agreement to which it was unnecessary to refer in the present resolution.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE pointed out that the resolution only referred to the work of the Special Committee. The International Chamber of Commerce and the International Railway Union were the only bodies mentioned in the text, because the Special Committee had expressly asked these two bodies to study the question. The Special Committee would, of course, be informed of the discussions in the Conference. It would thus have knowledge of the negotiations carried on between certain Governments. Should these negotiations produce any results before the meeting of the Special Committee, detailed information arising from such results would certainly be available for examination by the Special Committee. In these circumstances it might seem unnecessary to refer specifically to the above-mentioned negotiations in the present resolution.

M. SEELIGER (Germany) was afraid that, if the negotiations in question were mentioned, this might raise the question as to whether they were compatible with the Berne Convention, which he thought might forbid such agreements.

M. René MAYER (France) agreed. To continue in this strain would considerably lengthen the discussion in view of the difficulties inherent in the question raised by M. Seeliger. Moreover, the Conference had not " noted " these negotiations but had merely been informed of them.

M. GRÜNEBAUM (Austria) agreed with M. René Mayer. The question raised by M. Seeliger, though interesting, would exceed the limits of the present discussion. The statement made by the Assistant Secretary-General of the Conference had given him entire satisfaction.

M. SINIGALIA (Italy) did not insist on the addition which he had proposed.

M. SEELIGER (Germany) did not insist on his proposal.

Paragraph 2 was adopted, subject to its position in the resolution.

Paragraph 3.

M. HEROLD (Switzerland) suggested that the end of the paragraph should read : " difficulties of a legal, administrative, technical and financial nature ".

M. SINIGALIA (Italy) thought this enumeration might not exhaust all possible difficulties and it would therefore be better to say simply " certain difficulties ". Such enumerations should always be avoided.

M. POLITIS (Greece) thought this would leave doubt as to the nature of the difficulties.

M. SEELIGER (Germany) thought the difficulties should be enumerated in the same way as the advantages were enumerated.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE asked whether the difficulties in question were merely those which would be experienced by the railway administrations when putting the scheme into force, or whether difficulties would also be experienced by commercial or industrial undertakings. If the nature of the difficulties were not stated, it might be assumed that they referred to economic and commercial matters. The word "financial" might be taken to refer to the difficulties of the Banks.

M. SINIGALIA (Italy) said that, as opinions were so divided, this was all the more reason for not enumerating the difficulties. The Governments could themselves judge of the nature of the difficulties. If they were enumerated, the entire question would have to be discussed, so that the Governments might be informed. He therefore thought it was sufficient merely to refer to the difficulties without defining them.

M. SEELIGER (Germany) explained the nature of the difficulties likely to arise. There were legal relations between the carrier and the consignor which might have to be changed by legislation. These were legal difficulties. Administrative and technical difficulties would arise when it was desired to set up the new regime. In many countries which have, like Germany for example, a very dense traffic, it would not be possible to have at all small stations officials who would have to learn how to handle the negotiable document in question. Financial difficulties would be involved by the increase in the number of officials. If the words in question were omitted, this might give rise to some misunderstanding. If they were inserted, this could do no harm and would prove to the Governments that all sides of the question had been examined.

M. SINIGALIA (Italy) said it was not the proper place to enter into a discussion of the difficulties. It could be done, but to enter into the details alluded to by M. Seeliger it would be necessary to proceed to a detailed examination which could not be demanded of the Conference. He would therefore merely state that some countries might not experience such great difficulties as others.

M. René MAYER (France) agreed with M. Seeliger that some idea of the nature of the difficulties should be given.

Sir John BALDWIN (Great Britain) suggested inserting the words "in certain countries".

M. SINIGALIA (Italy) agreed.

M. SEELIGER (Germany) also agreed.

Paragraph 3 was adopted.

Paragraph 4.

M. POLITIS (Greece) suggested amalgamating paragraphs 3 and 4 into one paragraph.

This suggestion was adopted, paragraph 4 was attached to paragraph 3 and worded: "but hoping that it will prove possible to surmount these difficulties".

Paragraph 5 (Paragraph 1 of the Resolution).

M. Silvain DREYFUS (France) suggested the following wording:

" I. Requests the Advisory and Technical Committee for Communications and Transit to continue its work in co-operation with, etc.",

omitting the reference to the "competent Committee" of the Transit Committee. Under the Statute of the Communications and Transit Organisation the Advisory and Technical Committee was solely responsible and decided freely as to the control it wished to exercise on the resolutions adopted by the Committees which it had set up. It did not seem opportune for the Conference to indicate the procedure to be followed by the Transit Committee in carrying out its work.

M. HEROLD (Switzerland) and M. POLITIS (Greece) agreed.

M. SINIGALIA (Italy) agreed, but would add that the result of the work should be communicated, not only to the International Central Railway Transport Office, but also to the Governments.

M. COLOMB (International Central Railway Transport Office) recalled the existence of Article 60 of the International Convention of October 23rd, 1924, concerning the transport of goods by rail, which determined the main lines of the procedure of revision. He said the Central Office would receive with pleasure and interest any communications made by the Advisory and Technical Committee in respect of the preparatory work for the revision of the Berne Convention.

For some time the Office had endeavoured to collate all the information collected with regard to criticisms, discussions, suggestions, etc., which had arisen in the application of the Convention which had been in force since October 1st, 1928. This information had already assumed considerable dimensions, and reproduced a number of recommendations made, *inter alia*, by the users of the railways. It would shortly be communicated to the Governments of the States concerned, in order to assist them in drawing up proposals for the revision of the Convention.

The Central Office hoped that the communications which the Transit Committee thought it well to send would arrive in time to complete satisfactorily and in a practical way the preparatory work for the revision of the Convention.

M. SINIGALIA (Italy) said he had never suggested that the Berne Office should not be informed, but had thought that the Governments should also be informed, as some of them were not parties to the Berne Convention.

M. HEROLD (Switzerland) was afraid M. Sinigalia was under a misunderstanding. M. Colomb had merely implied that the Central Office was a normal channel for communications. There was nothing to prevent the Transit Committee from giving the information to the Governments, and he agreed with this course.

M. Silvain DREYFUS (France) also agreed.

Sir John BALDWIN (Great Britain) also agreed. The Central Office had in the past shown no interest in the British Government, which would naturally like to have the information in question.

M. COLOMB (International Central Railway Transport Office) thought M. Sinigalia had misunderstood his statement. The Central Office was willing to serve as a channel for the information in question, but did not seek to exercise a monopoly which had no justification.

M. SINIGALIA (Italy) stated that there was nothing in his statements to justify these doubts.

Paragraph 5 was adopted, with the addition of the words " and to the Governments ".

Paragraph 6 (Paragraph 2 of the Resolution).

The PRESIDENT pointed out that M. Sinigalia had already suggested omitting the words " consistent with the provisions of the International Convention on the Transport of Goods by Rail ".

M. René MAYER (France) hoped the words would be retained. M. Sinigalia had stated that the Governments were aware of their engagements and that it was unnecessary to recall them. He thought, for his part, that it was not unnecessary that the Conference should record that it had not ignored the provisions of the International Treaty called the Berne Convention.

M. HEROLD (Switzerland), M. SEELIGER (Germany) and M. POLITIS (Greece) agreed with M. René Mayer.

M. SINIGALIA (Italy) maintained his opinion.

A vote was taken by roll-call, the result of which was 3 votes in favour of omitting the words, 14 votes against the omission and 11 abstentions.

Paragraph 6 was adopted in accordance with M. René Mayer's proposal.

Adoption of the Draft Resolution regarding a Negotiable Document for the International Transport of Goods by Rail.

The PRESIDENT pointed out that a vote would be taken on the entire text. According to Article 9 of the Statute for the Communications and Transit Organisation, a two-thirds majority was required. Under Article 10 of the Rules of Procedure, account would be taken of abstentions. That was to say, a two-thirds majority was required of all delegates present. If this method gave a qualified majority, the abstentions would be equivalent to votes against the resolution. If delegates were not interested in the subject but did not wish to cause the resolution to fail, the Chairman ruled that they were entitled not to reply to their names. He would in that case consider them as absent.

A vote was taken by roll-call with the following result: from among the 44 delegations represented at the Conference, 23 were in favour of the draft resolution, no votes were against it, and there were 11 abstentions.

The resolution was therefore adopted. ¹

¹ The final text is published in document C.785.M.380.1931.VIII.

XII. EXAMINATION OF THE MEMORANDUM ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE COMMUNICATIONS AND TRANSIT COMMITTEE SINCE THE THIRD GENERAL CONFERENCE
(continued).

Air Transport (see Annex I, section 2, V).

M. HEROLD (Switzerland) referred to the statement which he made on August 26th, 1927, at the Third General Conference on Communications and Transit, in which he referred to the lack of international co-operation in air transport. He was glad to note that since that time great progress had been made, and the field of application of the International Air Convention had been greatly extended. It might be foreseen that uniform air legislation for all countries would soon be reached. He was glad to note that, the 1929, amendments to the International Air Convention had been ratified by the great majority of countries interested. In view of the fact that some countries outside Europe had not yet done so, it was to be desired that everything possible should be done to persuade these countries to ratify within a short time.

M. ROPER (International Commission for Air Navigation) also referred to his remarks at the Third General Conference on Communications and Transit, and outlined the progress made by the International Commission for Air Navigation since that time. The Commission, in 1922, had already undertaken the revision of two important articles of the 1919 Convention, and had brought about a number of changes which had come into force in 1926. It was, however, possible to state that, in 1927, a number of important States did not form part of the Commission, which was ready to take account of their observations and wishes, but it had naturally to wait until they made known their requirements.

The German Government had made certain proposals for a revision of the Convention, and the Commission decided, in 1929, on the basis of those proposals, to call a World Conference of all States, including those non-parties to the 1919 Convention, in order to make the necessary changes. That Conference met in Paris in 1929. It included representatives of seventeen countries which were not parties to the 1919 Convention. A considerable number of articles of the Convention were amended, and the amendments were adopted by the forty-three States present. The Amendment Protocol now only required the ratification of a sufficient number of States. The number required was twenty-six, of which the Secretariat of the Commission had already received twenty-two.

In view of the complicated formalities connected with the ratification of conventions in many countries, he thought that the result obtained in the course of two years was distinctly favourable. Ratifications were now awaited only from Japan, Chile, Persia and Uruguay, all of which were distant countries, and the International Commission for Air Navigation in June last adopted a procedure, in order to expedite matters, which it had successfully used in 1926 with a view to accelerating ratifications. It requested the French, British and Italian authorities to take diplomatic action with these Governments. It was therefore to be hoped that the last ratifications would soon be obtained, which would permit the States not parties to the Convention to adhere to it and to ensure the unification of air law.

M. GAJARDO (Chile) replied to the statement made by M. Roper regarding the Chilean ratification of amendments to Articles 3, 5, 7, 15, 34, 41, 42 and the final clauses of the Convention regulating air navigation of October 13th, 1919.

He noted the observations of the Secretary-General of the International Commission for Air Navigation and stated that the Chilean delegation would not fail to bring these observations to the notice of the Government.

Referring to the measures which it had been stated would be taken with the Chilean Government by the diplomatic representatives of France, Great Britain and Italy in order to obtain ratification of the Protocol of June 15th, 1929, amending the International Convention on Air Navigation of October 13th, 1919, the Chilean delegate ventured to state that any representations would be received and examined by his Government with the utmost attention.

M. NORDBERG (International Chamber of Commerce) said that the International Chamber of Commerce had noted M. Roper's statements with great interest, particularly as his Organisation had for many years examined these questions in co-operation with the other international, official and private organisations. The Committee for air transport of the International Chamber of Commerce had, at the request of the International Commission for Air Navigation, drawn up a report on the revision of Annex H of the Air Navigation Convention of 1919, that was to say, the part dealing with Customs regulation of air traffic. A report on the barriers to air navigation had been submitted to the Economic Consultative Committee of the League of Nations. A number of draft conventions had been prepared on the seizure of aircraft, insurance and other subjects which were at present being studied by the International Technical Committee of legal experts for air navigation, and other competent organisations. The International Chamber of Commerce was particularly glad to note that the present regulation of air mails was based on reports prepared by its Committee. Its proposals, which had previously been discussed with the representatives of the postal administrations, had been sent in 1927 by the Secretary-General

of the International Chamber of Commerce to all the postal administrations in the world. Shortly afterwards, at the request of the Soviet postal administration, the Berne office of the Universal Postal Union had convened an International Air Mail Conference in order to discuss those proposals.

That Conference had met on September 1st, 1927, at The Hague, simultaneously with the Third General Conference on Communications and Transit. The Fourth Conference was in a position to note that the Communications and Transit Organisation was now also dealing with these questions. He hoped that its work would be successful, and he requested the Communications and Transit Organisation to take into consideration the work begun and already completed by other international organisations, in particular the International Chamber of Commerce and the International Air Traffic Association. The Fifth Congress of the International Chamber of Commerce had, *inter alia*, adopted new proposals regarding air mails, drawn up in common with the other international organisations concerned. The resolution of that Congress would be communicated to the Air Transport Co-operation Committee, which the International Chamber of Commerce would always be glad to assist. He hoped the recent steps taken by that Committee would assist in co-ordinating still further the work being carried on by other international, official and private organisations, and he understood that the League of Nations had for this reason desired to institute an investigation of the questions mentioned in the report by the Secretary-General of the Conference.

M. VAN DEN BERCH VAN HEEMSTEDÉ (International Air Traffic Association) paid a tribute to the Transit Committee for its work in connection with air navigation. He noted with special interest the resolution in the Committee's memorandum (see Annex 1, section 2, V) regarding co-operation between air navigation undertakings and the national air organisations of the countries flown over. He was glad to state that the International Air Traffic Association was working in the spirit of that resolution. The companies grouped under the International Air Traffic Association had cordial relations with the national air organisations. His Association would be glad of any opportunity to co-operate.

M. DE DIETRICH VON SACHSENFELS (Hungary) said his delegation had always been in favour of the closest co-operation, and he referred in this connection to the draft amendment of Article 15 of the Statute of the Communications and Transit Organisation,¹ which he had proposed at the Third General Conference with a view to closer co-operation with international organisations.

He regretted to have to report a case in which such co-operation had been refused. He read extracts from the *Official Journal* of the Universal Postal Union regarding a meeting of the European Aero-Postal Preparatory Committee held in June 1931, at Prague. That report stated that a request had been received from the Secretary-General of the Advisory and Technical Committee for Communications and Transit of the League of Nations that a representative of the League should be admitted to the Aero-Postal Committee as an observer. The Committee had decided to refuse this request, as the provisions of the Universal Postal Convention did not admit of the presence of representatives of organs foreign to the Universal Postal Union at its meetings.

M. de Dietrich von Sachsenfels believed that no request had been made by the Committee on Communications and Transit to be present at the meetings of the Aero-Postal Preparatory Committee. In that case it was unfortunate that an official organisation, such as the Universal Postal Union, should publish incorrect information. He very much regretted that the Universal Postal Union should be the only official international organ in the sphere of communications which had no direct relations with the Communications and Transit Organisation of the League. This absence of relations was all the more incomprehensible, as the Aero-Postal Committee itself specially stated in its report that under existing circumstances the creation of a specifically postal system of air lines was out of the question, since the cost of working air lines was so heavy that they could not be covered by the receipts derived from the transport of mails. In consequence, the receipts from the transport of passengers, goods, etc., and the subsidies granted by the various Governments had to be taken into consideration. He thought the Prague Committee should have drawn the logical conclusion that it was not alone competent to deal with this question which proved to be of a very general character.

In this connection he referred to the resolution adopted by the Council on September 19th, 1931, recommending that direct contact should be established between the Universal Postal Union and the Communications and Transit Organisation and that the methods of co-operation for the purpose of avoiding duplication which exist between the Communications and Transit Organisation and all the other international organisations dealing with questions of communication would be applied between the Communications and Transit Organisation and the Universal Postal Union. He hoped that the Governments would not fail to act on the Council's resolution, so that a greater measure of co-operation might be brought about.

Sir John BALDWIN (Great Britain) looked upon M. de Dietrich von Sachsenfels' speech as being rather critical of the attitude of the Universal Postal Union. He suggested that the Conference might consider it inadvisable to express any opinion until both sides of the question had been heard.

The SECRETARY-GENERAL OF THE CONFERENCE stated that, in view of the Council's resolution, the Universal Postal Union had been invited to attend the present Conference. He regretted

¹ See document C.558(c).M.200(c).1927.VIII, page 28.

they had not accepted the invitation, as their representative could have given information on the present subject. It was not quite exact that the Communications and Transit Organisation had asked for authorisation to attend the Aero-Postal Preparatory Committee. That suggestion had been made by a certain Government. He was, however, convinced that the wording of the Prague resolution had been framed in entire good faith under the impression that an application had actually been made by the League. It was obvious that the Universal Postal Union could not deal with all questions connected with air navigation, and the only logical conclusion was that it should co-operate with other international bodies. Such co-operation had been established by the League with other international unions, and he hoped that it would eventually be established with the Universal Postal Union. In view of the Council's resolution, all steps were being taken to bring about co-operation and to avoid duplication of effort. In conclusion, he would state that the Communications and Transit Organisation had already co-operated with the Universal Postal Union in connection with the Conference on the Transport of Newspapers, at which the Universal Postal Union had been represented by the Director of the Berne office. The relations with the Union on that occasion were entirely cordial.

M. COURTILET (Saar Territory Governing Commission) thought M. de Dietrich von Sachsenfels' remarks were somewhat unjust to the Universal Postal Union. He did not know what had taken place at Prague, but he had been present at the Hague Conference at which the fullest co-operation had been established.

M. DE DIETRICH VON SACHSENFELS (Hungary) said that in his opinion the report of the Committee of the Universal Postal Union constituted the one side of the question to which Sir John Baldwin had referred. He had found it his duty to lay before the Conference the other side.

Sir John BALDWIN (Great Britain) said that co-operation was most desirable, but he had some doubts as to whether it would serve the purpose to continue to underline the controversies of the past.

M. DJOURITCHITCH (Yugoslavia) agreed with Sir John Baldwin. He had listened with great interest to the explanations given, but he thought it unwise to continue to discuss this subject.

M. DE RUELLE (Belgium) added that the Government to which the Secretary-General of the Conference had referred was the Belgian Government, which had at Prague suggested that the League of Nations should be asked to send a representative. He did not know why the Universal Postal Union had adopted a negative attitude. He thought there was a misunderstanding which could be easily cleared up.

TENTH MEETING.

Held on October 23rd, 1931, at 10.30 a.m.

President: M. A. DE VASCONCELLOS.

XIII. GRAVE OCCURRENCES OF A GENERAL CHARACTER AFFECTING ROUTES OF COMMUNICATION (see Annex I, section 3).

Letter from the Representative of the International Federation of Transport Workers.

Before opening the discussion on this point of the agenda, the PRESIDENT read a letter from M. Bratschi, representative of the International Federation of Transport Workers, submitting some observations on the fourth point of the agenda. While not disguising the political, economic and social importance of international traffic, which was appreciated by the entire staff occupied in transport undertakings, the representative of the International Federation thought it advisable to emphasise the fact that some of the troubles affecting the international transport of passengers and goods were due to present social conditions, the improvement of which could not be expected in the near future. In such cases the intervention of the League of Nations might be as unfair as it was dangerous, since, on the one hand, it might take the form of moral support granted to one of the parties to the dispute, while, on the other hand, any interference of the League of Nations or of other countries, far from restricting or reducing the difficulties, might extend and aggravate them on account of the international organisation of the transport workers and the solidarity of that organisation. The right of free association was the most important aim of the organised workers, wherever that right was not recognised. In the struggle for the improvement of the social, economic and political position of the workers, the organised suspension of work remained of paramount importance. In many countries it was even recognised as a legal method of campaign.

For these reasons, M. Bratschi drew the attention of the Conference to the danger of intervention by the League of Nations in the economic and social disputes arising in various

countries. At the same time he submitted a proposal that the competent organs of the League of Nations should be requested to refrain from any intervention in disturbances of a social nature ; if the Conference did not adopt this proposal, the International Federation would request that the fears expressed in its representative's letter should be closely examined by the International Labour Office before the League of Nations contemplated any other measures.

General Discussion.

M. POLITIS (Greece) pointed out, in the first place, that his country was in no way concerned in the question submitted to the Conference. This was a general question concerning the totality of the nations placed under the ægis of the League. It was in his capacity as an expert that he wished to make his contribution to the Communications and Transit Organisation, of which he was one of the oldest collaborators. After reading the resolution on this question adopted on March 15th, 1930, by the Advisory and Technical Committee on Communications and Transit, M. Politis noted that the Conference was dealing, on the one hand, with a draft recommendation and, on the other hand, with a draft additional protocol to the Convention on the International Regime of Railways. In its resolution the Transit Committee had moreover expressed its preference for the draft recommendation.

Before going into the texts submitted to the Conference, he thought it advisable to consider what was the course in normal times and what would happen if, on a grave occurrence breaking out in any country, international traffic was suspended or restricted through that country. With regard merely to rail transport, which was alone of importance in this case, the international traffic of goods and passengers, together with their luggage, was at present governed by the International Conventions of Berne, which only applied to Europe, by the Convention on the Freedom of Transit, which also dealt with transit by waterways, and, lastly, by the Convention on the International Regime of Railways. In normal times the international traffic of goods and passengers took place by the most direct and most economic routes and frequently, especially in the case of passengers and perishable goods, by the most rapid routes, so far as it was possible to reconcile these three conditions. The administrations of each country endeavoured to attract international traffic to their railway systems by all the measures at their disposal within the limits of the Conventions in force. Thus it frequently happened that several routes could be used between two points, that international tariffs were established and agreements were concluded between railways for each of these routes. Competition was therefore free in respect of international transport by rail, provided it was not unfair. This competition was constantly becoming keener in the critical times which the railways were at present traversing. The routes to be followed, both by goods and passengers, were not fixed either by the railways or by the Conventions in force ; they were at the choice of the consignor, naturally within the limits of the lines referred to in the Berne Convention (Article 58). The waybill form laid down by the Berne Convention had moreover a special column for the tariffs and routes demanded by the consignor. It was only when the consignor did not state in the waybill what route and tariff he desired that the railway administration itself selected the most suitable route and the most advantageous tariff for the consignor.

If a grave occurrence took place in any country and suspended or restricted international traffic through that country, the following position would arise. If the interruption were due to a localised technical cause at a certain point of a railway, the management, under Article 7 of the Convention on the International Regime of Railways, and particularly in its own interest, would take all the necessary steps to re-establish traffic on that line. In the meantime it would divert the traffic to another route, using its own lines, or, if necessary, the lines of neighbouring countries. In any case such a technical interruption would be of short duration and would not have a particularly serious effect on international traffic. If, on the other hand, the interruption were of a general nature, extending to the entire territory of one or several States, and not due to technical reasons but to political or social causes, such as general strikes, civil war, mobilisation or any other calamity of the same kind, the States would be quite unable to provide for international traffic, and they could not be accused of infringing the provisions of Conventions in force. With regard to the question whether in providing for such circumstances it would be possible to take preventive measures or to agree on new provisions other than those already laid down in the Conventions with a view, not to avoiding such occurrences, but to remedying their consequences, M. Politis felt obliged to reply that any remedial measures which might be recommended would add nothing to the provisions of the Conventions on Freedom of Transit and on the International Regime of Railways ; these Conventions were purely technical in character, had been drawn up with the greatest care and contained all the provisions that could be reasonably inserted in them.

These Conventions had been adopted and concluded at the price of mutual concessions, transactions and compromises between the signatory States. Those who had taken part in drafting these Conventions could state whether, when their bases were laid down and their texts were discussed at Paris, Barcelona and Geneva, it was intended that certain railway lines should guarantee freedom of transit and provide in general for international traffic. The drafters of those Conventions had very modestly but very reasonably confined themselves to prescribing that the contracting States " should facilitate free transit by railway or waterway on routes suitable

for international traffic". This fundamental principle would be applied so long as the Convention was not denounced, even if only one route suitable for international traffic remained in service, provided that route was not excluded for political and social reasons.

He wondered what would happen if some day a district in Europe or an entire country was engulfed by an earthquake or flood. If only international traffic were taken into consideration, the inevitable conclusion was that all transport in transit through the country in question would be definitely stopped, while at the same time the neighbouring countries would endeavour to establish international relations through their own territory as quickly as possible, not only in order to conform to the Conventions, but particularly in their own interest. It was an ill wind that brought no one any good. Moreover, all available motor-cars and aeroplanes would proceed to the devastated region without any invitation from the Governments concerned, in order to carry out transport and take advantage of the new situation.

In M. Politis' opinion, neither the draft recommendation nor the text of the additional Protocol submitted to the Conference made any addition to the Conventions in force except in the case of grave occurrences of a political and social character. He pointed out that, during the discussion at the Second General Conference on the Draft Statute relating to the International Regime of Railways (Article 7), the Polish delegate proposed to add the words "for technical reasons," in view of the remarks by the International Railway Union.

M. Isabelle, expert of the Communications and Transit Committee, had stated in so many words that, in the view of the Committee of Experts, the reasons were of a technical nature and that these technical reasons were referred to in Article 7. The Second General Conference, in order to show that the reasons were technical to the exclusion of political or other reasons, had decided to supplement the text proposed for Article 7 by adding that the administrations would endeavour to establish a normal service as early as possible "in so far as it is within their province to do so".

Since the Second Conference had adopted the idea and thesis of the Committee of Experts and had agreed that the Conference should draw up a technical convention and that the reasons referred to in Article 7 were of a technical nature, the essential character of the Convention — that is to say, its purely technical character — would be impaired by any attempt to give it a political and social character by means of provisions extending the meaning and scope of Article 7. As a matter of fact, "a grave occurrence of a general character interrupting international transit by rail through the territory of one or more States" could only be a mobilisation, a civil war, a general strike or some other political or social disaster. Moreover, the promoter of the question, M. de Dietrich von Sachsenfels, had expressed in his proposal to the Third Conference "the extreme importance that freedom of transit should not be interfered with by the effects of a general strike affecting lines of communications" and had requested that "the Conference should recommend that the Transit Committee should make an exhaustive study of the best means of ensuring as far as possible, in the event of a general strike affecting lines of communication, etc.". Though the wording had been subsequently changed, the meaning nevertheless remained the same. In the recommendation adopted by the Third Conference the words "general strike" had been replaced by the words "grave occurrences of a general character". These words were reproduced both in the draft recommendation and in the draft additional Protocol.

M. Politis concluded by repeating that, in the case of an occurrence, however grave it might be, of a technical nature, the Conventions in force were sufficient for ensuring and guaranteeing as far as possible freedom of transit and international traffic. In the event, however, of a grave occurrence of a political or social character, this would not always be true, as it might happen, in spite of any addition or amendment of the Conventions in force, that the neighbouring States of countries affected by such an occurrence would be interested for political or social reasons in not co-operating in the re-establishment of the interrupted traffic on the grounds of exceptions provided for by those same Conventions. Consequently, the draft recommendation and draft additional Protocol submitted to the Conference would add absolutely nothing to the provisions of the Conventions in force. It might even be said that these texts would not only be inoperative, but they might, if adopted, injure the work and prestige of the Organisation for Communications and Transit in particular and the League of Nations in general.

M. Silvain DREYFUS (France) thought that it was a question of form rather than a question of substance upon which the Conference would have to decide: he did not think it very probable that there was an intention to rescind the principles established by the Third General Conference which had in 1927 unanimously recommended that the Communications and Transit Committee should make an exhaustive study of the best means of ensuring as far as possible the maintenance of international transit in the event of grave occurrences of a general character affecting routes of communication. A glance at the statements made in the preparatory documents (see Annex 1, 3) would show the care with which the Transit Committee had endeavoured to comply with the desire expressed by the General Conference. After examining the two reports drawn up, one by the small Committee and the other by the Permanent Committee on Transport by Rail, and after having discussed the matter in three consecutive sessions, the Transit Committee had adopted its final resolution on May 15th, 1930. It had given an alternative form to its proposal because differences of opinion had arisen as to whether it was desirable to adopt the text of a Convention, or whether it was preferable, as the majority of the Committee thought, merely to draw up a recommendation. It should, however, be remarked that, according to the second as

well as the first text, the States whose railway lines could co-operate in the resumption of the interrupted traffic should do so.

The French Government, after a careful study of the question, had thought that it would be to a certain extent advantageous to give the new text the form of an additional Protocol to the Railway Convention. On the one hand, the agreement under consideration formed in itself a real supplement to the Convention of December 9th, 1923. On the other hand, a text in the form of a convention was more binding on the signatories and therefore gave a greater guarantee to the League of Nations than a mere recommendation. The French delegation would therefore be glad if the Conference supported the draft additional Protocol.

M. DE DIETRICH VON SACHSENFELS (Hungary) proposed to give some explanations which would facilitate a choice between two solutions. He pointed out that the apprehensions which had led him to mention the occurrence of a general strike affecting the routes of communication were not justified. As he had definitely stated, his intention was to raise a technical and practical problem. He had not had in mind a concrete case, but had merely foreseen a possibility.

In his opinion the two solutions proposed did not differ in respect of their object. He did not think there was much difference in their nature. In diplomatic language a recommendation was more than a wish. He had always thought that a recommendation made by the League of Nations carried more weight than a platonic wish. An additional protocol would certainly be more effective in substance. In any case it would be more imposing. It would, however, offer certain disadvantages. No one was compelled to carry out what was impossible, and there were very few delegates who were authorised to sign an additional act to a convention. There was, however, another aspect of the problem which the Conference should not lose sight of. The Hungarian delegate's initiative at the Third General Conference referred to measures of a preventive nature. It was essential to prevent the evil which only comes when no preparation has been made against it. The recommendation adopted by the Third Conference referred to the examination of means for ensuring the maintenance of international transit by the "preconcerted utilisation" of alternative routes. The word "preconcerted" had been omitted in the two texts submitted to the Conference, both of which were therefore defective. When a text not involving any urgent matter was submitted to a Government, whether in the form of a recommendation or a convention, the Government in question did not attach so much importance to that text as if it involved the necessity of immediate *examination* or measures. If, on the other hand, its attention was drawn by the word "preconcerted", it would think over and *examine the question*, would exchange views with its neighbours and would be prepared in exceptional cases to face any eventuality. In any case the Hungarian delegate bowed to the legal opinion of the Conference and to the undoubted competence in railway matters of such authorities as M. Herold, M. Sinigalia and M. Politis.

M. HEROLD (Switzerland) took his stand merely on the decision of the Third Conference in 1927, which had served as a basis for the discussions of various Committees. The Small Committee, the Permanent Committee on Transport by Rail and the Transit Committee had worked under these terms of reference. M. de Dietrich von Sachsenfels had pointed out that the essential point of his proposal referred to measures for remedying consequences of an interruption of international traffic in certain countries by means of provisions adopted in accordance with a previous plan. Investigations had, however, shown the impossibility of going so far and of drawing up a preconcerted plan and providing for all eventualities. It was for this reason that the discussions had been confined to a more general plan. The idea of the Hungarian delegate's proposal, which was that the various States concerned should be obliged to remedy the defects of an interruption in traffic by means of international co-operation, had remained unchanged, and all parties were prepared to subscribe to it. There was not only a moral obligation, but, as M. Politis had justly remarked, all the countries concerned were interested in replacing the countries affected. The objection might be raised, as it had been by M. Politis, that, if the proposal made by M. de Dietrich von Sachsenfels were restricted in this manner, it would offer no advantage worthy of note and would add nothing to the provisions of Article 7 of the Convention on the International Regime of Railways. This consideration, however, would not appear to be important. The Swiss Government, in agreement with the French Government, considered that something could be done in this sphere. It considered it advisable to confirm and develop the principle laid down in Article 7 of the Convention. It considered that action should not be confined to platonic recommendations. A text in the form of a convention was more effective than a mere recommendation. The Swiss delegation would therefore give its preference to the draft Additional Protocol.

M. DJOURITCHITCH (Yugoslavia) questioned the opinion expressed by M. Politis that the interest of the administrations formed in itself a sufficient guarantee and that it was unnecessary to add further precautionary measures. The Transit and Communications Committee had after careful examination thought fit to accept the Hungarian proposal while rejecting everything relating to guarantees, such as a previous arrangement with a view to future events. The social causes mentioned by the Greek delegate were possibly well founded. It would indeed not be desirable that the League of Nations should intervene in the conflict between capital and labour. The Advisory Committee would not have taken this course if occurrences of this nature in one country had no effect on other countries.

He concluded by stating that the Yugoslav delegation would be rather in favour of a draft recommendation, which it considered to constitute a first step. Once this recommendation had been drawn up, the countries could consult each other as to what could be done in this sphere.

M. GRÜNEBAUM (Austria) stated that the Austrian Government would not accept the draft Protocol, because it would bring into the question other means of transport besides railways. The internal legislation of Austria would not permit the Government to encourage motor-car services to re-establish an interrupted transport service in neighbouring countries. He could not see how the Governments could fail to take the draft recommendation into account, since the desire which it implied was realised at the very moment when it was pronounced. Some remarks had been made about a hole made in the map of Europe, and the question had been asked as to what would happen round this hole. Nothing would happen at all, since the normal service would continue as in the past in neighbouring countries. All that could be said was that there might be a traffic block on the railways as a result of the increase in traffic corresponding to the interruption of communications in the neighbouring country. It might be recommended, in such circumstances, that the countries should take the necessary steps to remedy the traffic block on the railways or to lessen in a more general way the effects of the disturbance, particularly by applying reduced rates for the additional and extraordinary transports.

M. MODEROW (Poland) questioned the legal value of the view expressed by M. Politis in respect of technical troubles. In his opinion the Additional Protocol would not be valueless even if it referred only to purely technical occurrences. Indeed, the text of Article 7 of the Convention of December 9th, 1923, only provided for obligations incumbent on the administrations of the countries where the traffic was temporarily suspended. The fact that Article 7 stated that the administrations would endeavour to send the traffic by another route, "if necessary with the assistance of the administrations of other States", did not impose any legal obligation on those other States. Consequently, even in the case of purely technical disturbances, the Additional Protocol would introduce a new element, as it would impose on neighbouring States obligations which were not laid down by the Convention. He thought, moreover, that, even in the case of occurrences of a social and political nature, a recommendation or additional protocol would not be necessarily inoperative. It should be admitted that an additional protocol or a recommendation of this kind was in accordance with the principle of the Organisation for Communications and Transit — namely, the safeguarding of freedom of transit. The adoption of such an act would show goodwill and international co-operation. From this point of view its utility could not be contested. The Polish Government was prepared to accede to either of the formulæ proposed. Like the French and Swiss delegations it would prefer to accept the Additional Protocol, but would also agree to a recommendation.

M. DE RUELLE (Belgium) did not think the subject was of sufficient importance to prolong the discussion. The Belgian Government was prepared to agree to the solution favoured by the majority. But he regretted that the Conference had not had before it a report on the subject by the Permanent Legal Committee. It would be interesting to know whether, from the legal point of view, there was a gap to be filled. Was it only a question of a recommendation? Otherwise an additional protocol, which would add nothing to the present law, would be still more superfluous than a mere recommendation. Two contradictory adages might be cited: "*bis repetita placent*" and "*non bis in idem*". Which of the two was the more applicable to the case? Some jurists, and not the worst, considered that the fact of repeating something which was already established had the disadvantage of substituting a doubt for a certainty. In short, the Belgian delegation was prepared to adopt any one of the three solutions proposed — namely, to do nothing, which would be a good thing; to draw up a recommendation, which would do no harm and, lastly, to sign an additional protocol. The Belgian delegation would agree, though without enthusiasm, to the last solution.

M. SCHLINGEMANN (Netherlands) said that, as he had no instructions from his Government, he would have difficulty in signing the Protocol. On the other hand, although such a Protocol would not make any change in the present regime of railways, it would nevertheless constitute an amplification which might be considered as a change. As the International Regime of Railways had been established by a Convention subject to ratification, it should in any case be stated that the Additional Protocol would be subject to the provisions regarding the ratification and amendment of the Convention. With regard to the substance of the recommendation, he thought it would have no practical use. In any case, the Governments would endeavour as far as possible to remedy the situation created by an interruption of traffic in the neighbouring country without being invited to do so by a special recommendation.

Sir John BALDWIN (Great Britain) said that, although his country was in no way interested in the question, it would have difficulty in adopting the idea of an additional protocol. Great Britain was indeed interested in the Convention on the International Regime of Railways and considered it would be a mistake to attach an additional protocol with partial application to a Convention with general application. He had no doubt that the grave occurrences of a general character referred to were of a purely political and social character. The British delegation would be in favour of the recommendation rather than of annexing an additional protocol to a Convention which was in itself complete.

M. SEELIGER (Germany) said his country was not concerned with this question, as the traffic in Germany was so intense that, in case of disturbance, the country could re-establish international traffic by its own means. If, however, other countries were in a different position, and wished to supplement the Convention, Germany would accede to any such measure. Article 7 of the Convention clearly laid down the obligations of the various States if its terms were interpreted,

not by the letter, but by the spirit. The German Government was willing to agree with those who desired to formulate the obligations of the various States in a more particular and definite manner either by means of a recommendation or an additional protocol. It nevertheless considered that a recommendation would be more advisable. It was dangerous to add an additional protocol of a general character to a Convention drawn up in a certain uniform spirit and containing articles which supplemented each other. He would not have objected to adding a further detailed provision to the Convention. In order to emphasise the connection with the Convention on the International Regime of Railways, it might be possible to make a reference in the recommendation to Article 7. This had not been done in the draft submitted to the Conference. In any case the German delegation was prepared to adopt the view of the majority.

M. SHICHIDA (Japan) stated that the Japanese delegation shared the British delegation's point of view and preferred a recommendation to an additional protocol.

M. POLITIS (Greece) would not dissimulate that the explanations just given did not dissipate his doubts as to the advisability either of a recommendation or of an additional protocol. His main anxiety was the lack of a definition for "grave occurrences of a general character". He would have had no difficulty in supporting any proposal which referred to grave occurrences "of a technical character". The objections he had raised in his first speech were confirmed, he thought, by the letter from the representative of the International Federation of Transport Workers, of which he had known nothing before drafting his speech. There was therefore a serious problem involved, which might imperil the prestige of the League. The General Conference on Communications and Transit was a Technical Conference, not qualified to deal with social and political questions, which could be more appropriately discussed by other organisations. It should be borne in mind that social disturbances were always very infectious, and any attempt to break a general strike in one country by international action might result in the strike spreading over the whole of Europe. Greece was not directly interested in this question, and his sole idea in informing the Conference of his preoccupations on the point was the prestige of the Transit Organisation and of the League of Nations.

M. SINIGALIA (Italy) had nothing to add to the explanations given by the French and Swiss delegates, whose views corresponded entirely with those of the Italian delegation — namely that it would be preferable to draw up an additional protocol.

M. MÜLLER (Czechoslovakia) was in the same position as the Netherlands delegate. He had no instructions regarding the two alternatives proposed by the Conference and would therefore abstain from voting. Personally, he was nevertheless of the opinion expressed by M. Politis and other speakers who were influenced by the same ideas which M. Müller had expressed at the Third General Conference. He thought that the present Conventions were sufficient and that on the contrary the suggested additional protocol might weaken the Convention on the International Regime of Railways. Moreover, as Czechoslovakia had not yet ratified that Convention, the Czechoslovak delegation could not accept the protocol.

The PRESIDENT observed that three points of view had been presented: some speakers considered that an additional protocol should be drawn up; others advocated a recommendation, which it would be more easy to accept; while a third group believed that nothing at all should be done. As the discussion seemed to show that most delegations held that something should be done, he would ask the Conference to decide between a recommendation and an additional protocol, after which the texts could be discussed.

M. GAJARDO (Chile) thought a vote should first be taken on the most extreme proposal — to do nothing.

The PRESIDENT pointed out that the Third Conference had already decided that something should be done in this direction.

M. SEELIGER (Germany), supporting M. Gajardo, held that a vote should first be taken on the proposal to do nothing, then on the draft recommendation, and lastly on the additional protocol.

The PRESIDENT explained that there was no objection to the Fourth Conference taking a fresh vote on a question already settled by its predecessor, but it was not part of the President's duties spontaneously to propose a vote of that kind; he could only do so at the request of delegates.

M. DE RUELLE (Belgium) shared the views of M. Seeliger. The Conference was undoubtedly perfectly free to decide this question, as the Third Conference had only asked that the necessary measures should be studied.

M. POLITIS (Greece) and M. MÜLLER (Czechoslovakia) concurred.

M. SINIGALIA (Italy) wondered whether it was desirable to vote on this question, which was in contradiction to the decisions of the Third Conference.

M. SCHLINGEMANN (Netherlands) demurred. The Third Conference had recognised — and no one disputed it — how important it was that freedom of transit should not be interfered with by grave occurrences, and recommended that the question should be examined by the Transit Committee. This had been done, and a proposal made. It would not be running counter to the decisions of the Third Conference to say that, on consideration, the Conference believed that there was no reason to do anything at all.

Accordingly, he supported M. Gajardo's proposal, and asked that a vote should first be taken on the most radical alternative.

The SECRETARY-GENERAL OF THE CONFERENCE said the Conference undoubtedly could take a fresh vote, even though the preceding Conference had passed a contrary resolution on the same question, but the question was not really the same.

There was, however, another point of capital importance from the standpoint of future Conferences and the development of international law : at international conferences questions might arise which only interested a certain number of States, and questions might also arise which increased the obligations of certain States without affecting those of other States concerned. If the States not directly interested in such questions did not consider that arrangements between a group of States were contrary to their interest or to their general principles, they could not logically assume a negative attitude.

M. DOBKEVICIUS (Lithuania) thought it would be illogical to vote on a purely negative question. A vote should first be taken on the most important question — that of the additional protocol, and then, if this solution were rejected, on the weaker alternative — the recommendation. If this also were rejected, the Conference would, *ipso facto*, have adopted the negative motion.

M. POLITIS (Greece) remarked that each Conference was its own master and could reopen any question settled at preceding Conferences. The Third Conference had not even adopted a final solution ; it had had neither the time nor the material means to do so. It had asked that the question should be studied by the Transit Committee, which had felt itself bound to make a proposal "out of deference" to the Third Conference. Was it advisable to take a decision solely out of deference to a preceding Conference ? He demurred, moreover, to the Secretary-General's views regarding the nature of the question before the Conference. It was not a question of limited interest for certain countries or a group of countries, but rather a question of general interest, involving the prestige of the League of Nations. It would be absurd to disallow the vote, say of Great Britain or of Greece, on the pretext that, owing to their geographical situation, they would not incur any special obligation if international traffic in certain European countries were interrupted.

M. GAJARDO (Chile) pointed out the difficulties entailed in adopting an Additional Protocol to the Convention on the International Regime of Railways. This Convention had been ratified by twenty-one countries ; fifteen signatory States had still not ratified it ; twenty-seven non-signatory States had not yet acceded to it. A vote could hardly be taken on an Additional Protocol to a Convention which had not yet been signed or ratified by most of the States represented at the Conference. There were several States even which would not accept the much weaker alternative of making a recommendation. Perhaps the compromise solution of adjourning the question could be adopted, in view of the fact that it had been proposed purely and simply to take no action.

M. CIUNTU (Roumania) wished to dissipate the doubts of those who were disinclined to vote for a negative motion by changing it to a positive motion. He proposed that the Conference should first vote on whether any action at all should be taken. If this were agreed to, a second vote might be taken to decide whether a recommendation should be made or an additional protocol drawn up.

M. SEELIGER (Germany) would like a few explanations on the very interesting point raised by the Secretary-General regarding the attitude of countries not directly interested in a question raised at an international conference. How could partial results be arrived at in such conferences ? Assuming that eighteen States were interested in a certain question being settled in a certain way, whereas the rest were not, it would be a pity if the States not directly interested upset such an arrangement.

Sir John BALDWIN (Great Britain) thought that questions in which only some States were interested should not be brought before a general conference. In this particular instance, the Transit Committee had proposed to add a protocol of restricted application to a Convention of general application, which would mean vitiating the Convention taken as a whole. Although not directly interested in the question, the British delegation would vote against such a proposal, because Great Britain was interested in the Convention itself. He agreed with M. Politis, who had put the question on a very high plane when he denounced as a dangerous innovation the

attempt to make a purely technical Conference adopt a recommendation which might have political and social consequences. On the question of procedure he agreed with the Lithuanian delegate that the Conference should first vote on the positive motion.

The SECRETARY-GENERAL OF THE CONFERENCE, replying to the German delegate, cited the particular case of the Additional Protocol to the Barcelona Convention on the International Regime of Waterways. Although only very few States were interested in this Protocol being adopted, the majority had nevertheless accepted this optional text for the use of States which wished to contract certain mutual obligations. If a majority of countries believed that a particular arrangement affecting a small number of countries did not interfere with their interests or their general principles, there was no reason for their not approving it.

On the point raised by Sir John Baldwin as to the inconvenience of inserting provisions of a restrictive nature in a general convention, everything depended on the sense which should be attached to an additional protocol. Obviously, a special protocol could have been concluded between the States directly concerned, but it was more convenient to have an additional protocol.

In conclusion, he thought that the fears expressed by M. Politis regarding the letter from the International Federation of Transport Workers were based on a misunderstanding. Certain circles seemed to have the impression that it would be necessary to intervene in the countries where the grave occurrences took place, but the League had never contemplated asking for interference in a social conflict in a specific country. The idea was merely that the other countries which did not wish to suffer the consequences of such a conflict should take the necessary steps to remedy matters.

M. POLITIS (Greece) remarked that there would have been no misunderstanding if the expression "grave occurrences of a general character" had been clearly defined.

ELEVENTH MEETING.

Held on October 23rd, 1931, at 4 p.m.

President: M. A. DE VASCONCELLOS.

XIV. GRAVE OCCURRENCES OF A GENERAL CHARACTER AFFECTING ROUTES OF COMMUNICATION (*continued*) (see Annex I, section 3).

General Discussion (continued).

M. SINIGALIA (Italy) said he had been very struck by M. Politis' observations. On reflection he wondered whether the work of the Third Conference and the Communications and Transit Committee had led to a proposal which might have the catastrophic consequences to which M. Politis had alluded. The statement made by the Secretary-General of the Conference had brought back the discussion to its own bounds. No one thought that any country should be permitted to interfere in the affairs of another country, yet other countries should have the right to protect their own interests and to remedy as far as possible the disadvantages produced by the inactivity of a third country. Delegates required no deep knowledge of law and the regulations of the various countries to consider the simple remedy which the League had studied and proposed. Personally he felt that the Transit Committee had conscientiously fulfilled its task. It had viewed the problem in its real light and had put forward a suggestion by which mutual aid could be rendered — a suggestion into which political considerations did not enter at all.

As far as he was concerned, he was ready to give his approval with a clear conscience.

M. GAJARDO (Chile) said that, if he had at the previous meeting opposed the procedure suggested by the Bureau of the Conference, it was because it was the rule at all international conferences to vote first on the most radical proposal.

After the observations made by many delegations to the effect that, if the method of voting were changed, there was a risk of not giving satisfaction to their aspirations, the Chilean delegate had no objection to withdrawing his opposition. He wished to state, on the other hand, that it had been far from his intention to injure these aspirations, particularly as he thought that one day his country might find itself in a similar position.

Consequently, he left the question of procedure to the President's discretion.

M. SEELIGER (Germany) said that, if the Conference made it quite clear that the question was of a purely technical and non-political nature, he could agree. Otherwise he could not.

M. POLITIS (Greece) said there could be no question of allowing each country to interpret for itself the expression "grave occurrences of a general character", for that might lead to a very serious situation.

The PRESIDENT assured the Conference that there was no intention of allowing any country to interfere in the policy of another country. It had always been the opinion of the Communications and Transit Committee that this question must be viewed from a purely technical standpoint, and it was from that technical standpoint that the vote would be taken.

M. Silvain DREYFUS (France) (Chairman of the Communications and Transit Committee) said he had been very disturbed at the previous meeting at hearing certain words such as "strike-breakers" and at hearing the discussion of certain matters which had never even occurred to the mind of the Transit Committee. True, strikes had been mentioned four years ago during the last Conference, but the Conference itself had dealt with the question in a much more general way. It was necessary to guard against exaggeration. Taking for instance the case of a traveller who went from A to B and found that his path was blocked by a strike at C. Could he be called a strike-breaker because he elected to proceed from A to B by a route other than that which he had originally intended to take? If innocent third parties cannot take steps to escape from the consequences of political events of any kind for which they are not responsible and for which they cannot justly be called upon to bear the consequences, it would really be reasonable to uphold that it was not the Communications and Transit Organisation which intruded upon the domain of politics, but that politics had invaded the domain of communications.

Such a conception can only be rejected unanimously by the Conference and particularly by those delegations which, like the French delegation, feel that the proposals of the Transit Committee should be carried out.

M. SEELIGER (Germany) declared that after the statements of M. Silvain Dreyfus, M. Sinigalia and the President, he wished to insist that the text of either the recommendation or the Protocol should go no farther than what was already laid down in the Convention and Statute on the International Regime of Railways.

The PRESIDENT announced that the vote would first be taken as to whether there should be a protocol or not.

By 16 votes to 6, the Conference decided that there should be no Protocol.

Draft Recommendation.

The PRESIDENT called upon the Conference to decide whether it would adopt a recommendation.

By 23 votes to 1, the Conference decided to adopt a recommendation.

The draft recommendation (Annex 1, section 3, Appendix 3) was read.

M. POLITIS (Greece) said he could accept this recommendation if it were understood and made clear in the text that it referred only to grave occurrences of a general technical character.

M. DOBKEVICIUS (Lithuania) proposed that the words "of a general character" should be omitted.

M. POLITIS (Greece) said he could agree to that proposal if the words of the Protocol beginning with "being desirous of facilitating, etc." were added to the recommendation.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE observed that the reference in the Protocol to Article 7 of the Statute on the International Regime of Railways was natural because the Protocol was additional to that Convention, but, as the recommendation was of a facultative character and was intended also for countries not signatories of the Convention, such a reference as M. Politis suggested would make people think that Article 7 had proved to be difficult to apply and required reinforcement.

M. SINIGALIA (Italy) could not agree to inserting the word "technical". An earthquake, for instance, though a grave occurrence, was of physical and not technical origin. He would shortly hand in to the President another wording for the third paragraph.

M. Silvain DREYFUS (France) said he had voted for the Additional Protocol the text of which mentioned Article 7 of the Statute but, as the Protocol had not been adopted, he would support the draft recommendation. He agreed with the Assistant Secretary-General of the Conference that, as the recommendation was addressed to all countries whether signatories of the 1923 Convention or not, it would be better to avoid any reference to Article 7.

M. POLITIS (Greece) said that, if no mention were made of Article 7, the expression "technical" should be inserted.

M. DJOURITCHITCH (Yugoslavia) explained that the term "grave occurrences" had been introduced because provision was already made in Article 37 of the Berne Convention for certain isolated cases which could be remedied by ordinary means. The present text was intended to cover the possibility of a very serious and extensive interruption — a diversion calling for the application of extraordinary auxiliary measures.

M. SINIGALIA (Italy) observed that the Berne Convention only applied in the case of signatory States, whereas the recommendation was addressed to all countries.

M. HEROLD (Switzerland) was not in favour of inserting the word "technical".

M. GRÜNEBAUM (Austria) thought there was a misunderstanding. The Geneva Convention referred to interruptions not of a general character, but the Berne Convention applied both to general and local interruptions, and defined in both cases the duties of railways to ensure transport by other routes.

M. SINIGALIA (Italy) proposed a text substituting "international communications" for "international transit by rail". There might be interruptions of communications other than those served by rail.

M. Silvain DREYFUS (France) supported M. Sinigalia's proposal subject to a drafting change.

M. POLITIS (Greece) could not agree. The new wording did not define any more clearly than the previous text what sort of interruption was referred to. He must insist upon his proposal either to include a reference to Article 7 of the Statute on the International Regime of Railways or else to insert the words "of a technical nature".

M. DJOURITCHITCH (Yugoslavia) pointed out that the phrase "of a technical nature" would exclude all occurrences of a natural or physical order, but would include political acts which became technical — for instance, if the engine crews left their engines as a political protest.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE suggested that, as the discussion had now shown that there was no question of giving help to an affected State, the text might read "help to establish traffic in place of . . .".

M. SEELIGER (Germany) pointed out that there was, nevertheless, a danger of traffic organised to replace other traffic becoming permanent.

M. HOSTIE (Central Commission for Rhine Navigation) pointed out that if, as proposed by M. Sinigalia, the words "international transit by rail" were replaced by the words "international communications", it appeared logical to gather from the rest of the resolution that international agreements were considered separately from any other agreements covering in particular the Navigation Acts. It was necessary to take the greatest care to reject anything which might weaken these Acts or give rise to doubt as to their bearing.

The PRESIDENT suspended the meeting in order that a new text might be prepared on the lines indicated by the discussion. When the Conference resumed its meeting, the new text (see Annex 4) had been distributed.

M. DOBKEVICIUS (Lithuania) asked how it would be possible to determine what occurrences were "grave" and what were not. He therefore proposed the omission of this word.

M. POLITIS (Greece) proposed "occurrences of a technical nature or due to natural causes".

M. SINIGALIA (Italy) asked whether that phraseology, by defining two cases, was intended to exclude others. What did M. Politis wish to exclude?

M. POLITIS (Greece) replied that now as always his intention was to exclude strikes.

M. SINIGALIA (Italy) remarked that M. Politis considered that in case of strikes other countries which lived on transit should suffer through no fault of their own, by refraining from the use of other routes of communication, which they might have used. M. Sinigalia also referred to humanitarian reasons.

M. Politis' amendment was not adopted.

The Conference decided, by 16 votes to 3, to omit the words in brackets in the draft resolution — namely "by rail", and the whole of the last paragraph beginning "in addition . . ."

The Conference also agreed that the original heading of the resolution should be altered from "grave occurrences of a general character" to "interruption of international transit routes".

Adoption of the Recommendation concerning Measures to be taken in Cases of Serious Interruption of Transit Routes.

The Conference then proceeded to vote by roll-call on the text as a whole. The following countries voted in favour of the text: Austria, Belgium, Danzig (Free City of), Egypt, Finland, France, Hungary, Italy, Lithuania, Luxemburg, Norway, Netherlands, Poland, Portugal, Siam, Spain, Sweden, Switzerland, Uruguay, Yugoslavia. The following countries voted against the text: Great Britain, Greece. The following countries were absent or abstained: Albania, Argentine, Canada, Chile, China, Colombia, Cuba, Czechoslovakia, Estonia, Germany, India, Irish Free State, Japan, Latvia, Mexico, Peru, Roumania, South Africa, Turkey, United States of America.

The PRESIDENT announced the adoption of the text of the recommendation.¹

Sir John BALDWIN (Great Britain) explained that the whole question had assumed a different complexion in the course of the discussion. The original intention had been to limit the co-operation to railway transport. The recommendation, as it now stood, extended the system of co-operation to road, river, air and, perhaps, sea transport. In the circumstances, he had been obliged to vote against it.

M. SEELIGER (Germany) said that, as he had previously stated, he had been ready to support a recommendation such as had now been adopted. He had nevertheless abstained from voting. The discussion had brought to light a conception which differed from that which had governed the previous proposals. Consequently, he must give his Government an opportunity to re-examine the decision in the light of the discussions leading up to it.

M. CIUNTU (Roumania) said that he had abstained from voting because the original reference to railway communications had been enlarged. He hoped that the Roumanian Government might be able to accept the recommendation.

XV. EXAMINATION OF THE MEMORANDUM ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE COMMUNICATIONS AND TRANSIT COMMITTEE SINCE THE THIRD GENERAL CONFERENCE
(continued).

Collaboration between the National Government of China and the Communications and Transit Organisation (see Annex I, section 2, X).

M. Woo (China) thanked the President of the Conference and the Chairman of the Communications and Transit Committee for accepting co-operation with China. The decision had given great satisfaction to the Chinese Government and to the Chinese people.

The SECRETARY-GENERAL OF THE CONFERENCE said that the Chairman of the Communications and Transit Committee had explained at the last session of the Committee how the work had been begun. The Chinese Government and the Conference could be sure that the Communications and Transit Section would spare no effort to ensure the satisfaction of the Chinese Government.

XVI. EUROPEAN UNION.

Questions relating to Public Works and National Technical Equipment.

The PRESIDENT pointed out that the Conference was not asked to reach any decision at present, as the Committee of Enquiry on questions relating to public works and national technical equipment was only beginning its work.

*The Conference decided to note this document.*²

¹ See document C.785.M.380.1931.VIII.

² See document C.736.M.341.1931.VIII.

TWELFTH MEETING.

Held on October 24th, 1931, at 11.30 a.m.

President: M. A. DE VASCONCELLOS.

XVII. BARRIERS TO MARITIME NAVIGATION (*continued*) (see Annex 5).

M. CONTOUMAS (Greece) suggested that the word "all" should be inserted in line 4 of the resolution before "the interested Governments".

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE said that it was understood that all Governments concerned would be asked to co-operate. The existing text offered the additional advantage of enabling separate negotiations to be held with Governments for the consideration of specific cases, whereas, if the word "all" were added, it might be believed that negotiations could only take place at a plenary Conference of all the States.

M. CONTOUMAS (Greece) was satisfied with the explanation and withdrew his proposal.

M. CASTIAU (Belgium) thought that the draft resolution should have an opening paragraph reading as follows :

"The General Conference :
"Notes the declarations of several delegations to the effect that steps have been taken to remedy the abuses reported."

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE observed that the question might arise who had reported such abuses. Generally speaking, the Conference had thought it better, as a result of the discussion on barriers to maritime navigation, that nothing should be said in the resolution about the documents used as a basis for the discussion, since these documents had not been published either by the Communications and Transit Organisation or by the Fourth General Conference and were, therefore, unofficial.

M. SEELIGER (Germany) supported M. Castiau's proposal.

The PRESIDENT felt that in principle it might be well to make it clear in the resolution that steps had been taken to remedy barriers whose existence was admitted.

M. VON HEIDENSTAM (Sweden) thought it would be both more logical and more consistent with the facts to say in the last line, "as have been and may in future be brought to its notice".

M. CONTOUMAS (Greece) said that such a wording would imply that the Communications and Transit Committee had already been informed officially of certain barriers to maritime navigation, which was not a fact.

Sir John BALDWIN (Great Britain) supported M. von Heidenstam's proposal.

For ten years past they had been bringing such barriers to the notice of the Communications and Transit Committee, so that the latter could not be said to be ignorant of their existence.

M. SEELIGER (Germany) also endorsed the Swedish proposal.

Adoption of a Resolution relating to Barriers to Maritime Navigation.

The ASSISTANT SECRETARY-GENERAL OF THE CONFERENCE read the following draft embodying the various suggestions made during the discussion :

"The General Conference :
"Having proceeded to an exchange of views regarding barriers to maritime navigation ;
"Noting the statements made by several delegations communicating the measures taken to remedy certain hindrances referred to in the course of the discussion ;
"Requests the Advisory and Technical Committee for Communications and Transit to study and to recommend, in collaboration with the interested Governments, any measures calculated to remove such barriers to maritime navigation as have been notified or which may be brought to its notice in the future."

The draft resolution was adopted.

XVIII. ADOPTION OF THE FINAL ACT.

*Adopted without discussion with slight drafting amendments.*¹

XIX. RENEWAL OF THE ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT.

Mr. RIDDELL (Canada), referring to the elections which would be held at the next meeting, said that the Canadian delegation, in order to vote intelligently, would like to have the following information : first, what technical considerations and geographical interests were taken into account in electing the members of the Communications and Transit Committee under Article 13 of its Statute ? Secondly, what members of the League of Nations had already been appointed to the Committee and what technical interests and geographical zones had hitherto been represented ?

The SECRETARY-GENERAL OF THE CONFERENCE said it would be easy before the next meeting to draw up a list of the States which had hitherto been represented on the Committee.

As regards geographical groups, the regulations permitted, subject to the approval of the Conference, the formation of groups by certain countries which advanced one member of the group as a candidate to the exclusion of any other. Generally when the elected member's term of office expired, another member of the group was elected.

At recent Conferences a certain number of such groups had been formed. One group, for instance, included Czechoslovakia, Yugoslavia and Roumania, another Estonia, Latvia, Lithuania and Finland, and another Denmark, Norway and Sweden.

The Conference was, however, free to choose the form of election it preferred, independently of the question of such groups. It had sometimes voted on single lists and sometimes on lists of candidates divided into continental groups. On the last occasion, for instance, three main groups had been formed representing Europe, Asia and America respectively, but this procedure merely served for election purposes.

Mr. RIDDELL (Canada) thanked the Secretary-General for his explanations.

THIRTEENTH MEETING.

Held on October 24th, 1931, at 3.15 p.m.

President: M. A. DE VASCONCELLOS.

XX. RENEWAL OF THE ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT (*continued*).

Mr. RIDDELL (Canada) was glad to note that a list of previous delegates had been prepared (see Annex 6). He found that, of the three countries of continental North America, none had ever been elected to the Committee. He was sure that the members of the Conference were aware of the importance of those three countries from the standpoint of communications and transit. North America had a highly developed system of communications and provided the means of transit between Europe and Asia.

The PRESIDENT took note of this statement, and remarked that hitherto only one of the three countries had been eligible for election, and that number had only now been increased to two.

The SECRETARY-GENERAL OF THE CONFERENCE pointed out that the Transit Committee had eighteen members. Five of these positions were held by permanent Members of the Council and were not subject to renewal, thirteen were subject to renewal under Article 13 of the Statute of the Organisation. Members of the Organisation represented at the Conference could vote for these renewals with the exception of representatives of Members of the League with a permanent seat on the Council.

In accordance with Article 13, paragraph 4, the Governments of Austria, Colombia, Greece and Salvador could not be elected by the present Conference as members of the Committee, since they had been elected by two previous Conferences. On the other hand, communications had been received from the Governments of Latvia, the Netherlands, Sweden and Yugoslavia that they did not request the renewal of their mandate.

¹ The final text is published in document C.785.M.380.1931.VIII.

The delegations of Estonia, Finland, Latvia and Lithuania had formed a group under Article 13, paragraph 2, of the Statute of the Organisation for Communications and Transit and proposed Finland as their common candidate.

The group formed by the delegates of Roumania, Czechoslovakia and Yugoslavia proposed the election of Czechoslovakia.

The delegates of Denmark, Norway and Sweden formed a group and proposed the election of Denmark.

Under the joint declaration made by the delegates of Belgium, the Netherlands and Switzerland, the Netherlands refrained from standing as a candidate for the present elections for the Committee.

If no other proposal were made, the procedure of the elections would be the same as for the Council. Each delegate entitled to vote would fill up a list of thirteen names. If an absolute majority were not obtained, a second ballot would be taken.

If the ballot paper contained by mistake more than thirteen names, the last name or names would not be counted.

The PRESIDENT proposed the appointment of the delegates of Austria and Greece to act as tellers.

This was agreed to.

M. MARTINEZ DE ALVA (Mexico) said it was the first time he had taken part in a Transit Conference and he was therefore in some doubt as to the procedure for the elections. He understood that a list had been circulated in advance which was accepted by almost everybody. As that list had not been shown to him, he would abstain from voting.

The PRESIDENT took note of this statement and remarked that there was no such official list.

M. MARTINEZ DE ALVA (Mexico) replied that he realised the list was unofficial.

The election of members to the Advisory and Technical Committee for Communications and Transit then took place by secret ballot :

| | |
|--------------------------------|----|
| Number of voters | 28 |
| Number of votes cast | 28 |
| Absolute majority | 15 |

The following votes were cast :

| | | | |
|--------------------------|----|-----------------------|----|
| Argentine | 27 | India | 1 |
| Belgium | 27 | Mexico | 2 |
| Canada | 11 | Poland | 27 |
| China | 27 | Portugal | 22 |
| Cuba | 27 | Siam | 1 |
| Czechoslovakia | 28 | Spain | 27 |
| Denmark | 27 | Switzerland | 27 |
| Finland | 28 | Uruguay | 27 |
| Hungary | 26 | | |

The PRESIDENT announced that the following were declared duly elected : Argentine, Belgium, China, Cuba, Czechoslovakia, Denmark, Finland, Hungary, Poland, Portugal, Spain, Switzerland, Uruguay.

XXI. CLOSING SPEECHES.

The PRESIDENT congratulated the newly-elected members. He hoped they would follow the traditions of their predecessors and achieve good work in the sphere of communications and transit.

The Conference had been able to finish its work in the time allowed, owing to the goodwill of the delegates to whom he expressed his thanks.

He also paid a tribute to the work done by the Secretariat.

He referred to the valuable work done by the technical organisations of the League, owing to which its prestige was increased, and it was enabled to accomplish its political work.

The Communications and Transit Organisation was extending its sphere of action by a mission to China and its interest in international public works. He wished the Organisation the same success in the future as it had obtained in the past.

M. SINIGALIA (Italy) thanked the President, the Director of the Communications and Transit Section and the various members of the Secretariat who, by their efforts, had helped to bring about the success of the Conference's work.

He congratulated the Communications and Transit Organisation on the work entrusted to it ; among other things that of following the development and the improvement of all means of communication which bring nations closer together, thereby contributing to the maintenance of peace.

The PRESIDENT declared the Fourth General Conference on Communications and Transit closed.

ANNEX 1.

PREPARATORY DOCUMENTS, VOLUME II.

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SECTION I. — REPORT BY THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS ON ACTION TAKEN ON THE DECISIONS OF PREVIOUS CONFERENCES.

I. PRESENT SITUATION AS TO SIGNATURES AND RATIFICATIONS OF THE CONVENTIONS DRAWN UP BY THE ORGANISATION FOR COMMUNICATIONS AND TRANSIT AND ACCESSIONS TO THESE CONVENTIONS.

All States Members of the League of Nations receive periodically through the Secretary-General of the League a statement of ratifications of Agreements and Conventions concluded under the auspices of the League of Nations. It is therefore unnecessary to insert a list of such ratifications in the present report. An up-to-date statement will, however, be submitted at the opening of the Conference.

II. ACTION TAKEN ON THE RECOMMENDATIONS OF THE THIRD GENERAL CONFERENCE ON THE SUBJECT OF IDENTITY AND TRAVEL DOCUMENTS FOR PERSONS WITHOUT NATIONALITY OR OF DOUBTFUL NATIONALITY.

In accordance with the request of the Advisory and Technical Committee for Communications and Transit, the Secretary-General of the League of Nations on May 9th, 1928, sent the Governments the following circular letter :

“At the request of the Chairman of the Advisory and Technical Committee for Communications and Transit, I have the honour to ask you to be good enough to inform me what action has been taken in on the recommendations of the Third General Conference for Communications and Transit concerning identity and travelling documents for persons without nationality or of doubtful nationality. At its twelfth session, held in Geneva from February 27th to March 2nd, 1928, the Advisory and Technical Committee for Communications and Transit expressed a desire that the replies to this request should be sent in, if possible, before November 1st, 1928.

“I venture to remind you that the Assembly, in a resolution adopted on September 26th, 1927, and forwarded on November 2nd, 1927, in C.L.153, asked the Members of the League to give favourable consideration to the recommendations of the Conference.”

The replies to the circular letter (document C.245.M.84.1929.VIII) may be summarised as follows :

The majority of the Governments state that they have already adopted, or are prepared to adopt, the recommendations of the Third General Conference. These are : Australia, Austria, Belgium, Bulgaria, Finland, France, Germany, Great Britain, Greece, Hungary, India, Irish Free State, Italy, Japan, Luxemburg, Norway, Portugal, Union of South Africa, Uruguay, Yugoslavia. Several Governments suggest modifications on points of detail, especially with reference to the period of validity of such documents.

Replies unfavourable to the adoption of identity and travel documents for persons without nationality or of doubtful nationality may be divided into two groups. The first of these comprises the Governments which consider that this question has no longer any practical importance (this is the opinion of Latvia, for example), or which, like Egypt and Roumania, prefer to place such persons on the same footing as their own nationals.

The second group of replies emanates from Governments which, though prepared to grant travel facilities to the persons referred to in the recommendations of the Conference, prefer to continue the various systems in force in their respective countries, which consist in providing such persons with special certificates, foreigners' passports or Nansen passports. This group includes Canada, Denmark, Estonia, the Netherlands, Siam, Sweden, Switzerland, United States of America.

SECTION 2. — MEMORANDUM ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT SINCE THE THIRD GENERAL CONFERENCE.

The Transit Committee considered that a full account of the work of the Communications and Transit Organisation since the Third General Conference¹ was unnecessary in view of the fact that the Governments invited to the Conference have already received official documents covering all the work undertaken. With a view, however, to facilitating the discussions of the Fourth General Conference, the following summary is submitted of the principal questions, not placed separately on the agenda of the Conference, discussed by the Committee since the last General Conference or by Conferences whose work has been prepared by the Committee.

I. *Ports and Maritime Navigation.*

- (a) International Conference for the Unification of Buoyage and Lighting of Coasts.
- (b) Unification of Maritime Tonnage Measurement.
- (c) Penal Consequences of Collisions at Sea.
- (d) Coasting Trade.
- (e) The Right to fly a Merchant Flag.

II. *Inland Navigation.*

III. *Road Traffic.*

IV. *Rail Transport.*

- (a) Negotiability of Railway Transport Documents.
- (b) Application of Article 304 of the Treaty of Trianon and of Article 320 of the Treaty of St. Germain.
- (c) Application of Article 107 of the Treaty of Lausanne.
- (d) Railway Organisation at Danzig.

V. *Air Transport.*

VI. *Communications of Importance to the League at Times of Emergency.*

- (a) Wireless Station.
- (b) Facilities to be granted to Aircraft and Motor Vehicles carrying out Transport of Importance to the League.
- (c) Construction of an Aerodrome near the Seat of the League.

VII. *Communications Questions affecting Relations between Poland and Lithuania.*

VIII. *Legal Questions.*

- (a) Interpretation of the St. Petersburg Telegraphic Convention.
- (b) Codification of International Law in Matters of Communications and Transit.

IX. *Miscellaneous Questions.*

- (a) Obstacles to Freedom of Transit : Recommendation adopted by the Third General Conference on the Latvian Delegation's Proposal.
- (b) Unification of Transport Statistics.
- (c) Passports and Identity Documents.
- (d) Transport of Newspapers and Periodicals.
- (e) Competition between Railways and Waterways.
- (f) Adoption of a Standard Horse-power Measurement for Aeroplane and Dirigible Engines.

X. *Collaboration between the National Government of China and the Communications and Transit Organisation.*

¹ The Agenda of the Conference includes, *ipso facto*, under Article 8 of the Statute : (a) a report on the work of the Advisory and Technical Committee since the last ordinary General Conference.

I. PORTS AND MARITIME NAVIGATION.

(a) INTERNATIONAL CONFERENCE FOR THE UNIFICATION OF BUOYAGE AND LIGHTING OF COASTS.

Following the preparatory work of the Technical Committee on Buoyage and Lighting of Coasts, the Council convened an international Conference, which met at Lisbon from October 6th to 23rd, 1930. Thirty-two States were represented.

1. *Agreement concerning Maritime Signals.*

The contracting Governments, in order to unify certain descriptions of maritime signals, undertake that only measures in conformity with the regulations attached to the Agreement will be accepted by the competent authorities in their territories who will communicate to navigators by means of visual signals the information or warnings described. The provisions of these regulations may be departed from only in cases where, owing to local conditions or exceptional circumstances, they cannot well be applied. The Agreement was signed by Belgium, Cuba, Estonia, Finland, France, Germany, Greece, Monaco, Morocco, the Netherlands, Portugal, Spain, Sweden and Tunis.

2. *Agreement concerning Manned Lightships not on Their Stations.*

The contracting parties undertake to unify certain rules in respect of manned lightships not on their stations and to put into force a series of provisions attached to the Agreement, which was signed by Belgium, Cuba, Estonia, Finland, France, Germany, Great Britain and Northern Ireland, Greece, India, Monaco, Morocco, the Netherlands, Portugal, Spain, Sweden and Tunis.

3. *Recommendations on Lighthouse Characteristics and Radio-Beacons.*

These were framed to provide for new lighthouse systems, or to improve existing systems, without laying down absolute rules or necessitating immediate changes in existing systems. It was recommended that radio-beacons should be established throughout the world at all points where they were likely to be useful to maritime navigation.

The recommendations were signed by Belgium, Brazil, China, Cuba, the Free City of Danzig, Estonia, Finland, France, Germany, Great Britain and Northern Ireland, Greece, India, Italy, Japan, Mexico, Monaco, Morocco, the Netherlands, Poland, Portugal, Roumania, Spain, Sweden, Tunis and the United States of America.

4. *Resolution concerning the Continuation of Work relating to the Unification of Buoyage.*

The Conference was unable to establish an Agreement on the unification of buoyage characteristics. Believing that a further discussion would bring about agreement, the Conference adopted a resolution, which was, in part, as follows :

“ Expressing its satisfaction that the work of its Buoyage Committee and of its Drafting Committee has permitted uniform rules to be drawn up regarding a certain number of buoyage questions capable of facilitating the elaboration of a complete international buoyage system, and that these rules have been unanimously agreed upon with a view to the organisation of such a system ;

“ Noting, however, that it hardly seems possible to apply these rules except as part of a sufficiently general agreement dealing with the main questions of buoyage as a whole ;

“ Noting, further, that no immediate agreement seems possible with regard to certain of these important questions, such as the allocation of colours by day and by night of odd and even numbers in the lateral buoyage system ;

“ Believing that further efforts must be made to secure agreement between all the maritime nations of the world before the expediency of examining the possibilities of agreement between certain of these nations only is considered ;

.....

“ Decides to postpone its work on buoyage questions, and expresses the hope that it will be given an opportunity of resuming its work in about a year's time with a view to allowing the Governments concerned to make fresh efforts to reach complete agreement after consideration of the proceedings of the present Conference.”

.....

(b) UNIFICATION OF MARITIME TONNAGE MEASUREMENT.

Draft regulations for the tonnage measurement of ships which were drawn up at the beginning of 1931 by a Drafting Committee were examined by the Technical Committee for Maritime Tonnage Measurement in July last. The proposed regulations will be examined later by the Advisory and Technical Committee. The draft regulations consist of the following six parts : Administrative Provisions, Determination and Definition of Tonnage, Measurement and Calculation of Gross Tonnage under Rule I, Measurement and Calculation of Deductions under

Rule I, Measurement and Calculation of Tonnage under Rule II, and Identification Dimensions. They will serve as the basis of discussion for an International Conference on Maritime Tonnage Measurement, which will probably be convened in 1933.¹

(c) PENAL CONSEQUENCES OF COLLISIONS AT SEA.

On the proposal of the Permanent Committee for Ports and Maritime Navigation, the Advisory Committee adopted a resolution on the question of the penal consequences of collisions at sea. The Committee did not think it should undertake the examination of this question of international criminal law. Nevertheless, it was of opinion that the following points might with advantage be brought to the attention of the Governments without touching on the legal questions at issue :

“ 1. Strict observance of the International Regulations for the Prevention of Collisions is of the utmost importance to the safety of life and property at sea.

“ 2. Such observance can be best attained without recourse to criminal law by :

“ (a) Establishing and maintaining a high standard of professional skill and conduct among those entrusted with the duties of navigation ;

“ (b) Within the limits recognised by international maritime law, holding the owners of a vessel responsible to other vessels met with in the course of the voyage for loss resulting from the breach of such regulations by those in their employment.

“ 3. It is the duty of each nation to establish and maintain such standards of professional skill and conduct among those it entrusts with the navigation of vessels under its own flag. Apart from the question as to what, if any, may be the conditions under which the criminal jurisdiction of a country may be exercised over the crew of a vessel under another flag, it is desirable that . . . there should be left exclusively in the hands of the nation whose flag the vessel flies the enforcement of disciplinary measures for the purpose of establishing and maintaining such standards of professional skill and conduct, such as suspension of the national certificate of competency given to an officer, or other disciplinary action.

“ 4. International maritime law already provides means by which the owners of vessels may be made responsible to other vessels met with in the course of the voyage for loss resulting from a breach of the collision regulations by those in their employ.

“ The above considerations and recommendations in no way affect the question of collisions due to criminal intention or criminal neglect ; and the Committee is fully aware that the distinction between cases of a disciplinary character and those of a criminal nature may sometimes be difficult to make and, in the rare cases when this question arises, it could only be settled after criminal proceedings had been set on foot.”

.....

(d) COASTING TRADE.

A preliminary study has been made to enable the Committee for Ports and Maritime Navigation to consider the possibility of an international definition of the term “ coasting trade ”.

(e) COMPARATIVE STUDY OF NATIONAL LAWS GOVERNING THE GRANTING OF THE RIGHT TO FLY A NATIONAL FLAG.

The Transit Committee examined in March 1930, at the request of the Economic Committee, certain measures studied by that Committee for the suppression of alcohol-smuggling into Finland. The Transit Committee, realising that some of the difficulties arose from the conditions under which the right to a flag was sometimes granted to ships engaged in smuggling, instructed the Secretariat to undertake a comparative study of national laws and practice, which was completed in the early part of 1931.

II. INLAND NAVIGATION.

The Council convened the European Conference for the Unification of River Law, which met at Geneva from November 17th to December 9th, 1930. The Transit Committee had been engaged upon preliminary work for this Conference since 1922, when it secured the co-operation of the River Commissions of the Danube, the Elbe and the Rhine. A Committee of Jurists drew up three draft Conventions for the unification of certain rules of river law applicable to navigation on the main systems of European navigable waterways.

¹ This sentence was suppressed by a decision of the Conference and replaced by the following paragraph :

“ The draft regulations will be submitted to all the Governments concerned, which will be asked to give their views on the subject and forward any suggestions regarding the best procedure to be followed for giving effect to the regulations. ”

Twenty-two countries were represented at the Conference, as well as the Central Commission for Rhine Navigation, the International Commissions for the Danube, the Elbe and the Oder, the International Maritime Committee (Antwerp), the Institute of Private Law (Rome) and the International Chamber of Commerce.

The Conference adopted :

1. A Convention for the unification of certain rules concerning collisions in inland navigation. It lays down that if the collision is an accident, if due to *vis major*; or if there is doubt as to its causes, the damage shall be borne by the person suffering it. If due to an error on the part of one of the vessels, that vessel shall be liable for compensation for damage ; if caused by two or more vessels, such vessels shall be jointly and severally liable for compensation for damage caused to innocent vessels and to persons and objects on board such vessels. The liability of each vessel is proportionate to the gravity of its error, and arises notwithstanding that the collision may be caused by error on the part of the pilot, even if a pilot be compulsory. The provisions of the Convention do not affect the rules governing the limitation of the liability of owners of vessels laid down in each country or the obligations arising from transport or other contracts.

The Convention was signed by Belgium, Czechoslovakia, Danzig, France, Germany, Hungary, Italy, the Netherlands, Poland, Roumania, Switzerland and Yugoslavia.

2. The Convention on the registration of inland navigation vessels deals with the registration of inland navigation vessels, ownership, mortgages, liens, seizures and enforcement. It is provided that registers for inland navigation vessels shall be established by the parties in accordance with their national laws which shall determine the conditions which a vessel must fulfil in order to be registered. All vessels with a displacement of at least 20 metric tons must be registered if they fulfil the conditions laid down by the laws of one or more parties, but they can only be registered in the territory of a single State to be chosen by the owner of the vessel. A vessel registered in one State cannot be registered in another unless the first registration is cancelled.

The provisions relating to ownership and mortgages lay down generally that the regulations in respect of these matters shall be governed by the law of the country of registration. Certain general provisions, however, secure adequate publicity and a certain degree of uniformity. The provisions relating to liens define the claims which are to be regarded as privileged, establish the priority of such claims among themselves and determine the conditions for their extinction.

The provisions relating to seizure and enforcement lay down that the validity of the effects of these measures shall be governed by the law of the country in which the vessel is seized. The record of the seizure or enforcement must, however, be forwarded to the office of registration, and a certain procedure followed for the publication of the seizure.

The Convention does not apply to vessels exclusively employed in any capacity by the public authorities.

The contracting parties whose laws are not adequate to ensure the execution of the Convention undertake to make the necessary arrangements for the purpose. They agree in particular to communicate to each other through the Secretary-General of the League the legislative provisions or regulations severally adopted to ensure the execution of the Convention, a list of the authorities responsible for keeping the registers and the initial letters used by the registration offices.

The Convention was signed by Belgium, Czechoslovakia, Danzig, France, Germany, Hungary, Italy, the Netherlands, Poland, Switzerland and Yugoslavia.

3. The Convention on administrative measures for attesting the right of inland navigation vessels to a flag provides that a vessel employed in inland navigation may only have the right to a single national flag. The contracting parties reserve their right to prescribe the conditions governing the acquisition and loss of the right to a flag. Vessels must be entered on a special register kept by a competent authority of the State granting the right. A vessel complying with the conditions prescribed by the law of two or more contracting parties may only be entered on the register of one of the parties, to be chosen by the owner of the vessel.

Each party reserves its right to require its nationals to enter on its register vessels of which they own more than one-half, fulfilling the conditions prescribed by two or more States, if such nationals are habitually resident or, in the case of companies, if the chief seat of management of their business is situated in the territory of their home State. For vessels belonging to physical persons, similar conditions obtain in respect of nationals not residing habitually in their home territory, if their vessels are used solely for navigation in the waters of that territory. A vessel entered on one register cannot be entered on another, before its name is removed from the first.

The Convention was signed by Belgium, Czechoslovakia, France, Hungary, Italy, Poland and Yugoslavia.

Three recommendations were attached to the Final Act :

1. That countries availing themselves of the reservation to the Convention relating to collisions in respect of waters in which navigation is exclusively reserved for their nationals should bring their laws applicable to these waters into conformity with the provisions of the Convention.

2. That, pending the conclusion of a Convention on assistance in saving of life and property in river navigation, the laws of every State should impose on the captain or master of each ship involved in a collision the duty of rendering to the other ship and its crew and passengers such assistance as he can without serious danger to his own ship, crew and passengers.

3. That a Convention should in the near future be concluded on the subject of attachment (*saisie conservatoire*).

The Transit Organisation, in continuation of the work of the unification of river law, is dealing with a number of problems such as assistance and saving of life and property in river navigation, question of procedure, responsibility in matters of river law, insurance and other technical subjects.

III. ROAD TRAFFIC.

The Transit Committee for some years had under consideration the framing of agreements to facilitate international road traffic. The Committee on Road Traffic and the Fiscal Committee of the League had considered jointly the taxation of foreign motor vehicles.

The European Road Traffic Conference met in Geneva on March 16th, 1931. In addition to the twenty-four States represented, delegates from international tourist associations and organisations interested in tourist or commercial traffic also attended.

1. The Conference adopted a Convention on the Unification of Road Signals providing for danger signals (triangular); signs prohibiting passage (circular); [and information signs (rectangular).

The Convention was signed by Belgium, Czechoslovakia, Danzig, Denmark, France, Germany, Italy, Luxemburg, Poland, Switzerland and Yugoslavia.

2. The Conference adopted a Convention on the Taxation of Foreign Motor Vehicles. It provides that touring-cars registered in the territory of one of the contracting parties and circulating temporarily in the territory of another contracting party shall be exempt from the taxes and charges levied in the country visited for a period of ninety days in the year. The exemption does not apply to vehicles used commercially for the public conveyance of passengers for payment or for the transport of persons and goods on a commercial basis. Persons claiming exemption will be required to hold a fiscal permit valid for one year from the date of issue. The permit may be issued, not only by the competent authority of the country in which the vehicle is registered, but by any organisation to which this authority has delegated the necessary competence.

The Convention was signed by Belgium, Czechoslovakia, Danzig, Denmark, Great Britain, Luxemburg, the Netherlands, Poland and Switzerland. The French delegate announced that his Government would sign the Convention subsequent to a pending reorganisation of the system of motor-car taxation in France.

3. The Conference approved an Agreement between Customs authorities to facilitate the procedure relating to triptychs. The Agreement is designed to remove certain practical difficulties which have arisen for tourists under the present system.

The Agreement was signed by Belgium, Denmark, France, Germany, Great Britain, Luxemburg, the Netherlands, Switzerland and Yugoslavia.

The Conference adopted a recommendation to the effect that a system of codification should, as soon as possible, be internationally established for signals used by officials directing traffic and by drivers of vehicles.

The Conference, in approving the Convention on the Taxation of Foreign Motor Vehicles, recommended that the contracting parties should endeavour, either through internal legislation or by agreements among themselves, to extend as widely as possible the system of tax exemption laid down in the Convention and to improve the methods of applying it.

The Conference was unable to come to an agreement upon a convention on international commercial motor transport. Owing to the very considerable development of motor traffic during recent years, it was impossible for any of the delegates to appreciate the exact legal consequences of a convention dealing with the matter. The Conference, therefore, decided to suspend its work on the Convention on International Commercial Motor Transport, but proposed that a future conference should endeavour to find an international solution of the problem, after supplementary investigations into the legislation of the various countries had been made. It recommended that, pending the conclusion of an international convention, separate agreements should be made between States on as liberal a basis as possible.

IV. RAIL TRANSPORT.

(a) NEGOTIABILITY OF RAILWAY TRANSPORT DOCUMENTS.

The Transit Committee appointed a Special Committee to study the question of the negotiability of railway transport documents, which met for the first time in October 1930.

Representatives of the International Chamber of Commerce and the International Union of Railways were present at this meeting in an advisory capacity. These bodies had for some time been studying the question on their own behalf.

The Special Committee noted that the negotiable transport document used in a large number of countries in America and recognised by the legislation of certain European countries is formally prohibited by the International Convention of Berne regulating the transport of goods by railway. The International Convention of Berne recognises only the waybill, which is essentially a different class of transport document, particularly in respect of the right of disposing of the goods in course of consignment.

Persons interested in production and trade, as the Committee noted, have recognised the great utility of negotiable transport documents guaranteeing payment of the goods and enabling them to be sold in course of consignment, delivery being effected by handing over the document to the person acquiring the goods. Such documents also permit credit to be obtained on the goods transported and, in particular, enable the document to be given as security for bills which the bearer of the negotiable document may draw. These credit operations are of special advantage during the present credit crisis. Admittedly, on the other hand, the creation of these negotiable documents would involve a number of difficulties of a legal, administrative and technical character.

The Committee considered that it would be well for the International Chamber of Commerce and the International Union of Railways to continue their study of the question on the basis of the information given and the observations exchanged during the session. It decided to meet again, as soon as the two organisations had communicated the result of their enquiries.

(b) APPLICATION OF ARTICLE 304 OF THE TREATY OF TRIANON AND ARTICLE 320 OF THE TREATY OF ST. GERMAIN.

The Committee has, at the request of the Council, considered several requests addressed by railway companies situated in the territories of the Successor States of the former Austro-Hungarian Monarchy for the appointment of arbitrators to decide, under Article 304 of the Treaty of Trianon and Article 320 of the Treaty of St. Germain respectively, upon disputes between the States concerned and the companies. The Council has, on several occasions, adjourned the appointment of arbitrators in the hope that a friendly agreement might be reached between the parties.

In the majority of cases such agreements have been concluded, and the Council, at the request of the railway companies, definitely withdrew from its agenda the relevant requests.

In a few cases only the Council has appointed arbitrators, and the Arbitral Tribunal has had to give judgment once only — on June 18th, 1929. In the two cases still in suspense, the Arbitral Tribunal adjourned its first meeting to allow of the accomplishment by the parties to the dispute of the formalities necessary to put into force the preliminary agreements resulting from the negotiations between the parties after the appointment of the arbitrators.

(c) APPLICATION OF ARTICLE 107 OF THE TREATY OF LAUSANNE.

At the joint request of the Greek and Turkish Governments, which had concluded a general treaty of arbitration, the services of the League Commissioner in Istanbul were terminated in 1931 by the Council's decision. He had been stationed there since 1925 to see that freedom of transit was maintained on the international railway running from Bulgaria to Istanbul. Both Governments expressed their appreciation of his services.

(d) RAILWAY ORGANISATION AT DANZIG.

The Permanent Legal Committee and the administrative section of the Permanent Rail Transport Committee were asked in 1930 to advise the High Commissioner of the League of Nations at Danzig on certain questions concerning railway organisation in the Free City. The question was examined at meetings held in Paris and Geneva with the assistance of a Committee of Enquiry which conducted investigations on the spot. The representatives of Poland and the Free City of Danzig have on several occasions furnished explanations and indicated the views of their Governments. A final report was sent to the High Commissioner on September 29th, 1930.

V. AIR TRANSPORT.

The Eighth Assembly (1927) adopted a resolution urging economic co-operation between air transport undertakings in accordance with a recommendation of the Committee of Experts on Civil Aviation of the Preparatory Disarmament Conference. The Transit Committee referred the question to a Special Committee which was also asked to examine the questions relating to the international organisation of air navigation raised at the Third General Conference. The Air Transport Co-operation Committee held its first session at Geneva in July 1930. It used as the basis of discussion a document prepared by well-known experts which contained the following studies: (1) Present Economic Conditions of Civil Air Navigation; (2) The Relations between Civil and Military Aviation; (3) International Commercial Aviation and National Administration; (4) Principles of Public International Law applicable to Air Transports.

Owing to the complexity of the problems before it, the Committee decided that its first task was to draw up a definite programme of study. The Committee felt strongly that close international co-operation was essential to the real progress of civil aviation.

The Committee, realising the necessity of closer co-ordination between the various organisations dealing with air navigation, requested the Secretariat to submit a report for its next session.

The Committee considered it desirable:

1. That the Governments should request the competent international organisations to find the means of affording greater freedom than is at present enjoyed by regular international air transport.

2. That henceforth:

- (a) The Governments should examine in the most liberal spirit requests for authorisation to fly over their territories submitted to them for the purpose of regular transport by air;

- (b) The Governments should endeavour to conclude among themselves agreements granting the most favourable treatment possible to regular international air transport.

The Committee further considers it desirable that air navigation undertakings carrying on services in territories other than the national territory should maintain relations of cordial co-operation with the national air organisations of the countries flown over, with a view to ensuring the greatest possible efficiency of the international service.

Believing that the existing "pools" system of co-operation between international aviation undertakings has developed satisfactorily, the Committee:

1. Considers that the present state of legislation, and of economic and political conditions under which civil aeronautics are developing, makes it difficult to reach a more fully developed measure of co-operation;

2. Recommends the Governments and companies to extend and improve the present system by means of bilateral or multilateral agreements aimed to avoid unnecessary competition, increase the economic efficiency of the international air service and develop among the different undertakings a spirit of friendliness which will prepare the ground for closer co-operation.

The Committee felt that the question of the relations between civil and military aviation lay within the province of the Preparatory Disarmament Commission. The Committee also considered that, in view of the negotiations in progress between the States parties and not parties to the International Air Convention, it would be inadvisable to take any action for the moment regarding the unification of public international law on air navigation.

A programme of study prepared by the Committee included the following subjects, the study of which has been undertaken by qualified experts:

1. The regulations for the registration of aircraft, the administrative formalities to be complied with and the conditions laid down regarding the nationality of aircraft crews, with a view to ascertaining what alterations in existing law would be likely to lead to better international co-operation in air transport.

2. The social insurance of staff employed by air companies on the international lines.

3. Air insurance.

4. The simplification of Customs and statistical formalities in connection with air traffic, particularly as regards the documents and affidavits required by the various national authorities.

5. Special police rules for super-maritime air traffic and assistance in case of distress.

Recognising that the question of postal air transport required immediate attention, the Committee set up a Sub-Committee early in 1931. A questionnaire, which took into account all leading aspects of the problem, was sent to the European States in February 1931, the replies to which will be examined later in the year. The Transit Committee is anxious that this question should be examined from every angle by the various European authorities in the near future.

VI. COMMUNICATIONS OF IMPORTANCE TO THE LEAGUE OF NATIONS AT TIMES OF EMERGENCY.

(a) THE LEAGUE WIRELESS STATION.

The Committee, on the instructions of the Assembly, examined the question of setting up a wireless station at the seat of the League.

The Tenth Assembly (1929) decided to set up a wireless station with a worldwide range, composed of a short-wave station built at the expense of the League, combined with the long-wave station already operated by the Société Radio-Suisse, the whole plant to fall under the sole authority of the League, whenever the Secretary-General notified the Swiss Government that an emergency had arisen.

The Secretary-General on October 4th, 1930, signed four contracts for the purchase of equipment for the League wireless station with the Marconi, Telefunken and Bell Telephone Companies and the Société générale de T.S.F. Under these contracts the cost of equipping the station will be 2,280,264 francs, to which must be added 50,000 francs for additional equipment considered desirable by the experts.

The construction of the buildings, carried out by the Société Radio-Suisse, commenced on April 1st, 1931, was to be completed by July 15th. The purchase of the necessary sites was made during the month of May.

Under the contracts the installation and equipment of the station should be completed by December 1st, 1931. The station will be worked by the Société Radio-Suisse for itself and on behalf of the League of Nations according to the principles laid down in the agreement concluded between the Secretary-General of the League and the Société Radio-Suisse on June 9th, 1930.

(b) FACILITIES TO BE GRANTED TO AIRCRAFT AND MOTOR VEHICLES CARRYING OUT TRANSPORT OF IMPORTANCE TO THE LEAGUE.

The proposals submitted by the International Air Navigation Commission to the Transit Committee were communicated by the latter to the Committee on Arbitration and Security, in accordance with the resolution of the Tenth Assembly (1929) and the Council's decision. The Transit Committee suggested to the Committee on Arbitration and Security that a draft resolution should be adopted for submission to the Assembly, and it communicated a preliminary text of this draft to the Arbitration Committee.

The Eleventh Assembly (1930) adopted resolutions on the regime applicable to aircraft and that applicable to motor vehicles carrying out transport duties of importance to the League at times of emergency. The Secretary-General has requested the various States to inform him what steps they intend to take to carry out these resolutions. On the basis of the replies received, negotiations will be initiated between the Secretary-General and the Governments concerned.

(c) CONSTRUCTION OF AN AERODROME NEAR THE SEAT OF THE LEAGUE.

New proposals were submitted by the cantonal authorities of Geneva in March 1931. A new report of the Committee of Experts will be examined by the Twelfth Assembly.

VII. COMMUNICATIONS QUESTIONS AFFECTING RELATIONS BETWEEN POLAND AND LITHUANIA.

The Council adopted the following resolution in December 1928 on the question of communications between Poland and Lithuania :

“ The Council,

“ Considering that the Covenant of the League of Nations lays down that :

“ ‘ Subject to, and in accordance with, the provisions on international Conventions existing or hereafter to be agreed upon, the Members of the League will make provision to secure and maintain freedom of communications and of transit and equitable treatment for the commerce of all Members of the League ’ ;

“ Noting, on the other hand, that the documents before the Council mention obstacles in the way of freedom of communications and of transit ;

“ Considering that, by the Assembly’s resolution of December 9th, 1920, the Advisory and Technical Committee for Communications and Transit was charged ‘ to consider and propose measures calculated to ensure freedom of communications and transit at all times ’ :

“ Decided to request the Advisory and Technical Committee for Communications and Transit to present a report to the Council on the practical steps which might be adopted, account being taken of the international agreements in force, in order to remedy the situation above referred to or to lessen its international repercussions ;

“ Instructs the Secretary-General to communicate the present resolution and all the previous documents to the Advisory and Technical Committee for Communications and Transit.”

The Transit Committee arranged for an economic and technical survey of the situation by a Committee of Experts in 1929 and also for a study of the juridical scope of the agreements in force. The report was communicated to the Council in September 1930, which invited the two Governments to present their observations.

As no agreement could be reached at the Council, the following resolution was adopted on January 24th, 1931 :

“ The Council

“ Requests the Permanent Court of International Justice to give an advisory opinion under Article 14 of the Covenant on the following question :

“ ‘ Do the international engagements in force oblige Lithuania in the present circumstances — and if so, in what manner — to take the necessary measures to open for traffic, or for certain categories of traffic, the Landwarowo-Kaisiadorys railway sector ? ’

“ The Secretary-General is authorised to submit this request to the Court, to give all necessary assistance in the examination of the question and, if necessary, to make arrangements to be represented before the Court.

“ The Advisory and Technical Committee for Communications and Transit is requested to provide the Court with any assistance it may need for the examination of the question submitted to it.”

At the Committee’s meeting in May-June 1931 the Chairman was instructed to give the Permanent Court of International Justice such assistance as it may desire.

VIII. LEGAL QUESTIONS.

(a) INTERPRETATION OF THE ST. PETERSBURG TELEGRAPHIC CONVENTION.

The Permanent Legal Committee was instructed by the Council in January 1930 to examine the question of the interpretation of the St. Petersburg Telegraphic Convention of 1875, and of the Washington Radiotelegraphic Convention of 1927 from the point of view of the exchange of facsimiles of telegrams despatched in connection with the smuggling of opium and other dangerous drugs.

The Committee reached the conclusion that neither the St. Petersburg Convention with its International Service Regulations, which are of equal validity with the Convention itself, nor the Washington Radiotelegraphic Convention, admit of an interpretation permitting the contracting Governments to comply with Resolution IV adopted by the Advisory Committee on the Traffic in Opium and Other Dangerous Drugs in 1928. Article 2 of the St. Petersburg Convention formally engages the contracting States to ensure absolute secrecy for international telegrams, and Article 74 of the Service Regulations emphasises the peremptory nature of Article 2 of the Convention by authorising the production of the originals or copies of telegrams only to the sender or the addressee, subject, moreover, to special guarantees. The Permanent Legal Committee nevertheless added certain suggestions. It concurred with the view which is at the root of Resolution IV of the Advisory Committee on the Traffic in Opium in thinking that international co-operation, the development of which is one of the cardinal principles of the Covenant of the League, is no longer compatible with the entire secrecy of international telegraphic correspondence. The Committee recognised that the judicial authorities of a country should, in certain circumstances to be determined, be able to obtain originals or copies of international telegrams which are in another country, and that this right should not be confined to cases in which there are criminal proceedings for traffic in narcotics.

(b) CODIFICATION OF INTERNATIONAL LAW ON COMMUNICATIONS AND TRANSIT.

The Permanent Legal Committee has dealt with the question of the codification of international law on communications and transit, in virtue of a resolution adopted by the Assembly on September 24th, 1929, and also of a decision taken by the Transit Committee at its fourteenth session.

The Committee has made certain proposals for determining what precisely are the texts in force of important conventions and which are the States that are parties thereto, not only in the case of conventions concluded under League auspices, but also in the case of multilateral conventions in force not so concluded. It also contemplates a study of the question of the possibility and desirability of publishing classified indexes of treaties, conventions or agreements concerning communications and transit, including provisions inserted in bilateral conventions regarding communications and transit.

The Committee has instructed the Secretariat, with qualified experts, to make a comparative study of the principles of the most important conventions covering the various fields of communications. This survey should comprise both multilateral conventions in force as well as bilateral conventions of special interest, more particularly commercial treaties.

IX. MISCELLANEOUS QUESTIONS.

(a) OBSTACLES TO FREEDOM OF TRANSIT : RECOMMENDATION ADOPTED BY THE THIRD GENERAL CONFERENCE ON THE LATVIAN DELEGATION'S PROPOSAL.

A draft recommendation of the Latvian delegation at the Third General Conference, as amended by the French delegation, was adopted by the Conference. The recommendation read as follows :

“ The Conference,

“ Noting that, by Article 23 (e) of the Covenant of the League of Nations, every Member of the League has undertaken to secure and maintain freedom of communications, transit and international commerce ;

“ Considering that this is a primary duty of the Organisation for Communications and Transit and one which quite recently has been emphatically endorsed by the World Economic Conference ;

“ Recognising that, wherever freedom of communications and international transit is still obstructed by circumstances of an international character, this situation is calculated to paralyse and impoverish economic life :

“ Hopes that, thanks to efforts instinct with the spirit of the League of Nations, the near future will see the removal from international traffic of such obstacles to freedom of transit and of international commerce ;

“ And recommends that the Advisory and Technical Committee for Communications and Transit should closely examine the situation created by such obstacles, wherever these are still to be met, and its effect upon international traffic and commerce.”

At its twelfth session in February-March 1928, the Transit Committee, acting on this recommendation, adopted the following resolution :

“ The Advisory and Technical Committee,

“ Having noted the recommendation adopted by the Third General Conference on Communications and Transit, in which the Advisory and Technical Committee was asked to examine closely the situation created by obstacles to freedom of communications and transit, wherever these were still to be met, and its effect upon international traffic and commerce :

“ Notes that, in pursuance of the Assembly's resolution of December 9th, 1920, it is its duty ' to consider and propose measures calculated to ensure freedom of communications and transit at all times ' ;

“ Considers that it is therefore entitled to examine, according to the methods it deems most suitable, any situation created by obstacles to the freedom of transit and brought to its attention by a Government, by the Council or Assembly, or by one of its members, without prejudice to the general enquiries entrusted to it in pursuance of the resolutions of the Genoa Conference, and independently of the cases calling for the application of the definite procedure laid down in the Statute of the Organisation for Communications and Transit with regard to the settlement of disputes.

“ To this effect, in order to assist the Committee in the performance of its duties, and to supplement, if need be, the information of all kinds already at the disposal of the members of the Committee, the Chairman of the Committee shall forward to the members of the Committee for their personal information the communications received by him or by the Secretariat which in his opinion may contain information likely to be regarded by the members of the Committee as worthy of the Committee's attention.

“ The questions mentioned in the present resolution shall not be considered, as to their substance, by the Advisory and Technical Committee until the proposal for placing them on the agenda has been notified to the Government or Governments concerned, and until the latter have had an opportunity of submitting any observations they may desire to make.”

(b) UNIFICATION OF TRANSPORT STATISTICS.

A draft Convention on the statistics relating to the transport of goods, together with regulations to be applied to statistics covering maritime, inland navigation and railway transport, has been established by the Drafting Committee for the Committee for the Unification of Transport Statistics. Under this Convention the statistics compiled would include, for each of the three methods of transport, annual statements of the transports effected from one territory to another and within a single territory. For maritime navigation they would also include an annual statement of the movements of maritime shipping. For the establishment of transport statistics the territories of the States concerned would be divided into districts, this division being made principally on economic and technical grounds without being necessarily governed by administrative boundaries.

The draft Convention will be submitted to the Committee for the Unification of Transport Statistics for approval, and subsequently to the Transit Committee. It will serve as a basis of discussion for an International Statistical Conference, which will probably meet in 1933.

The Transit Committee considered a report drafted by the International Institute of Statistics, which was asked to co-ordinate the work undertaken. This report fully confirms the conclusions reached by the Committee for the Unification of Transport Statistics, and the recommendations of the Joint Committee of the two bodies reproduce almost in their entirety those which were formulated by the Unification Committee.

(c) PASSPORTS AND IDENTITY DOCUMENTS.

Following two Conferences held in 1920 and 1926 respectively, and the work of the Third General Conference on International Passport Regulations and Kindred Questions, a European Conference on Cards for Emigrants in Transit met at Geneva in June 1929. It resulted in the conclusion of an Agreement abolishing visas for emigrants in transit, these visas being replaced by cards issued by shipping companies. The Agreement was signed by Belgium, France, Great Britain and Northern Ireland and the Saar. It was signed *ad referendum* by the Free City of Danzig, Finland, Greece, Hungary, the Netherlands, Poland, Roumania and Switzerland. The number of signatures obtained enabled it to come into force in September 1929, without the usual ratifications.

(d) TRANSPORT OF NEWSPAPERS AND PERIODICALS.

A European Conference on the Circulation of Newspapers and Periodicals met at Geneva in November 1929, following a Conference of Press Experts held in August 1927. The Conference advocated the use of the speediest form of rail transport, and the application to newspapers of the regulations applied to goods traffic, particularly with regard to the abolition of Customs formalities. The Transit Organisation will later take up the question of defining the term "periodical" as opposed to "newspaper" with a view to extending similar facilities to the carriage of periodicals. Steps have also been taken to see whether the circulation of newspapers can be relieved from fiscal, Customs and other duties. The Conference studied the question of dropping parcels of newspapers from aircraft in flight.

At its session of May-June 1931, the Transit Committee requested the Secretary-General to communicate to the Governments invited to this Conference the text adopted by the International Railway Union regarding the transport of newspapers and periodicals. The Committee also requested the Governments concerned to consider as quickly as possible the introduction of measures to permit of the application in their territories of the regulations adopted by the International Railway Union.

(e) COMPETITION BETWEEN RAILWAYS AND WATERWAYS.

Following Mr. Walter D. Hines' mission to the Danube and the Rhine, the Transit Committee, referred the question of competition between railways and waterways raised in Mr. Hines' report to a special Sub-Committee under the chairmanship of Professor Heckscher. Its report, containing a statistical enquiry and an examination of the general conditions under which, in its opinion, tariff policy should comply, could serve as a basis for any subsequent studies to be undertaken by the Committee.

(f) ADOPTION OF A STANDARD HORSE-POWER MEASUREMENT FOR AEROPLANE AND DIRIGIBLE ENGINES.

In accordance with a resolution of the Council on January 24th, 1931, a Committee of Experts appointed by the Chairman of the Transit Committee met in Geneva in April 1931, to study the fixing of rules for the adoption of a standard horse-power measurement for aeroplane and dirigible engines in preparation for the Disarmament Conference to be called in 1932. The Committee sought a simple formula which would not result in an appreciable distortion of engine design. The Committee decided to combine the formulæ suggested on the weight of the power unit and the "volume swept".

X. COLLABORATION BETWEEN THE NATIONAL GOVERNMENT OF CHINA AND THE COMMUNICATIONS AND TRANSIT ORGANISATION.

On the invitation of the Chinese Government, and on the authority of the Council in January 1931, the Director of the Communications and Transit Section went on mission to China in connection with problems of inland navigation and land reclamation. At its session in May-June 1931, the Transit Committee expressed its gratification that it had been considered possible to establish practical co-operation between the Chinese Government and the Communications and Transit Organisation of the League.

The Chairman of the Transit Committee is authorised to forward to a Committee of Enquiry, which will study the training of public works engineers, all questions submitted by the Secretary-General of the Transit Committee concerning the organisation of the civil engineering field station. All questions raised between the Transit Organisation and the Chinese National Economic Council concerning the establishment of a programme of public works and technical equipment should similarly be forwarded to another Committee of Enquiry which will deal with public works.

The Chairman of the Transit Committee will ensure co-ordination between the work of these two Committees.

The Chairman of the Transit Committee is authorised to name the experts appointed to give opinions to the Chinese Government concerning the scheme for the development of the Hwai River; such experts will also be responsible for the other duties mentioned in the correspondence between the Chinese Government and the Director of the Transit Section. The Chairman of the Transit Committee is further authorised to furnish any other experts whose services may be required.

The Chairman of the Transit Committee may apply to one or more members of that Committee to assist him in these duties.

The Transit Committee provided for the constitution of the two Committees of Enquiry by the adoption of the following resolutions :

“ A.

“ The Advisory and Technical Committee,

“ Considering it desirable to study the methods of training public works engineers in order to be able to comply more easily with requests for opinions such as that submitted by the Chinese Government ;

“ Being of opinion that such study should be entrusted to a special body consisting of persons in touch with a number of the principal institutions for the training of public works engineers :

“ Requests its Chairman to take the necessary steps without delay, with a view to the creation of a Committee of Enquiry to study questions relating to the training of public works engineers.”

“ B.

“ The Advisory and Technical Committee,

“ Being anxious to be able to comply more easily with requests for opinions on general questions relating to public works and national technical equipment such as that submitted by the Chinese Government ;

“ Considering it advisable to have at its disposal for this purpose the services of a Committee of Enquiry, composed, as far as possible, of experts already belonging to the permanent Committees of the Advisory and Technical Committee :

“ Requests its Chairman to take the necessary steps without delay with a view to the creation of a Committee of Enquiry to study general questions relating to public works.”

SECTION 3. — GRAVE OCCURRENCES OF A GENERAL CHARACTER AFFECTING ROUTES OF COMMUNICATION.

On August 29th, 1927, the Third General Conference on Communications and Transit adopted the following recommendation on the Hungarian delegation's proposal :

“ The Conference,

“ Recognising how extremely important it is that freedom of transit should not be interfered with by the effects of grave occurrences of a general character affecting routes of communication ;

“ And considering that the Advisory and Technical Committee for Communications and Transit has been entrusted with the duty of studying and proposing suitable measures for securing freedom of communications and transit *at all times* :

“ Recommends that the Advisory and Technical Committee for Communications and Transit should make an exhaustive study of the best means of ensuring as far as possible in the event of grave occurrences of a general character affecting routes of communication, the maintenance of international transit by the preconcerted utilisation of auxiliary routes capable of being used temporarily in place of the routes through any country in which transit has been interrupted.”

In accordance with this recommendation, the Advisory and Technical Committee for Communications and Transit made a study of the entire question. As a result of the suggestion made by a small Committee, the composition of which is given, together with its report, in Appendix 1, and of a report by the Permanent Committee on Transport by Rail, the text of which is also annexed (see Appendix 2), the Advisory and Technical Committee, after a very detailed discussion at its twelfth, thirteenth and fourteenth sessions, adopted the following resolution on March 15th, 1930 :

“ The Committee considers that the question of the steps to be taken in case of grave occurrences of a general character affecting routes of communication would be better dealt with in the form of a recommendation than in the text of a convention.

“ It nevertheless resolves to forward to the Fourth General Conference the annexed draft recommendation and draft Additional Protocol (see Appendix 3) to the Convention on the International Regime of Railways, which have been framed to carry out the resolution of the Third General Conference.”

Appendix 1.

The small Committee, consisting of M. SINIGALIA, President of the Advisory and Technical Committee, M. DIETRICH VON SACHSENFELS, member of the Permanent Committee on Inland Navigation, M. HEROLD, President of the Permanent Committee on Transport by Rail, and M. René MAYER, member of the Permanent Legal Committee, made a preliminary survey of the question from December 13th to 15th and drew up the following report, which was submitted to the Advisory and Technical Committee :

TEXT ADOPTED BY THE SMALL COMMITTEE.

The main purpose of the recommendation adopted by the Third General Conference on Communications and Transit, on the Hungarian delegation's proposal, seems to have been to facilitate the execution of the provisions of Article 7 of the Convention on the International Regime of Railways, and particularly to guarantee international traffic in cases where that traffic is impeded over a large area — possibly an entire State.

It would seem that the first steps to be considered for the practical application of this resolution should be in relation to railways. The development of wireless telegraphy and the greater ease with which telegraphic and telephonic communications can be diverted to another route make enquiry into telegraph and telephone communications less urgent. The part that road transport might play in international traffic under the circumstances referred to in the recommendation gives rise to problems which are mainly legal. Facilities would be required in respect of Customs and frontier police control, but these have no direct connection with the special difficulties which the Committee is considering.

As regards railways, two solutions can be considered. They are not of equal value, but for various reasons they both deserve the attention of the Advisory and Technical Committee. Both contemplate the conclusion of a convention between States which would complete the provisions of Article 7 of the Geneva Convention.

According to the first solution, the new contractual undertaking would merely lay down general rules which, however, would involve a more definite obligation than has yet been accepted, since it would provide that States, whose territory adjoined the territory in which traffic was for the moment blocked, should give effective assistance in re-establishing international traffic. The following text gives some idea of this first solution :

“ Should a grave occurrence of a general character totally or partly interrupt international traffic through the territory of any State, those of the contracting States whose lines could be of help in re-establishing the interrupted traffic, undertake, each in their respective territories, and under the conditions laid down in the Convention on Freedom of Transit, to co-operate in the re-establishment of such traffic.

“ Subject to the provisions of international undertakings concerning transport by rail, the transport of passengers and mails will be provided for by the shortest and speediest route and transport of goods by the most economical route. In all cases, traffic will be made to rejoin its normal route as close as possible to the point at which it has had to be diverted.”

According to the second solution, the Convention would include an annex containing a certain number of examples of hindrances to traffic affecting the principal routes of international

concern. For the moment such example would only be given for Europe ; mention would also be made of the various auxiliary routes which the contracting States would undertake to offer for transport of passengers and goods.

This second solution might be expressed as follows :

“ Should a grave occurrence of a general character totally or partly interrupt international traffic on the main routes enumerated in the annex attached to the present Convention, the contracting States undertake, in their respective territories and under the conditions laid down in the Convention on Freedom of Transit, to ensure the re-establishment of traffic by offering the use of the auxiliary lines mentioned in the annex.”

The Advisory and Technical Committee will realise that the second solution is the only one which fully meets the intentions of the authors of the Hungarian resolution, proposed at the Third General Conference on Communications and Transit. In this case previous technical investigations would, however, be necessary so as to determine whether it would be possible in practice to draw up such an annex in view of the number of different examples to be given and of solutions to be proposed. Such an annex would naturally have to be revised periodically and kept up to date by the organisation responsible for the application of the new Convention.

Appendix 2.

The Permanent Committee on Transport by Rail, having noted the report prepared by the small Committee on the question of serious occurrences of a general character affecting routes of communication, adopted the following resolution at its seventh session held at Geneva from March 13th to 15th, 1929 :

“ The Permanent Committee for Transport by Rail, after examining the Memorandum by the Secretary-General of the Committee on the question of serious occurrences of a general character affecting routes of communication, considers that, in order to comply with the recommendation adopted by the Third General Conference on Communications and Transit, the only practical course would be to propose a new contractual undertaking of a quite general nature. This undertaking would simply lay down general rules involving, however, a more definite obligation than at present, and would ensure effective co-operation, for the re-establishment of international traffic, on the part of States bordering on the region in which traffic has been temporarily interrupted.

“ The following text gives an idea of this solution :

“ ‘ Should a serious occurrence of a general character interrupt international transit by rail over the territory of a State, those contracting States whose systems might be used in re-establishing the interrupted communications undertake, each for its part, to co-operate in re-establishing such communications.

“ ‘ Subject to the provisions of the international agreements on transport by rail, transport shall be effected over another route ; every effort shall be made, however, to reduce the length of the alternative route as far as the interests of the transported passengers or goods allow.’

“ The final text should include certain of the restrictions contained in the Convention on the Freedom of Transit, particularly provisions identical with, or similar to, those of Articles 5, 7, 8 and 9 of the Statute on the Freedom of Transit.

“ The Permanent Committee for Transport by Rail has naturally only considered questions connected with railway transport.”

Appendix 3.

I. DRAFT RECOMMENDATION.

The General Conference on Communications and Transit considers it desirable that, in the event of grave occurrences of a general character affecting routes of communication, all necessary steps should be taken to lessen the effects of such occurrences on international traffic.

It is of opinion that, should a grave occurrence of a general character interrupt international traffic through the territory of one or more States, those States whose lines could be of help in re-establishing the interrupted traffic should co-operate, each in its own territory, in the re-establishment of such traffic. It should be understood that, subject to the provisions of international undertakings concerning transport by rail, traffic would, as far as possible, and as far as is compatible with the interests of the passengers or goods carried, be forwarded by a new route involving the shortest possible detour.

In addition, consideration should be given to any suitable plan for using the transport services (other than railways), operated by the State, under concession or with its authority, in order to facilitate the resumption of traffic.

II. DRAFT ADDITIONAL PROTOCOL TO THE CONVENTION ON THE INTERNATIONAL REGIME OF RAILWAYS.

The Governments of the States, contracting parties to the Convention on the International Regime of Railways, signed at Geneva on December 9th, 1923, whose representatives, being duly authorised, have appended their signatures to the present Protocol.

Being desirous of facilitating the application of Article 7 of the Statute on the International Regime of Railways and of supplementing its provisions,
Agree as follows :

Article 1.

Should a grave occurrence of a general character interrupt international railway traffic through the territory of one or more contracting States, those of the contracting States whose lines can be of help in re-establishing the interrupted traffic shall co-operate, each in its own territory, in the re-establishment of such traffic.

Article 2.

Subject to the provisions of international undertakings concerning transport by rail, traffic shall, as far as possible and as far as is compatible with the interests of the passengers or goods carried, be forwarded by a new route involving the shortest possible detour.

Article 3.

In the cases contemplated in Article 1 above, the contracting States shall, with a view to assisting in the re-establishment of traffic, take the steps required to obtain the assistance of transport services, other than railway services, operated by the State, under concession or with its authority.

Article 4.

The provisions of the present Protocol are to be construed as subject to Articles 29, 30, 32, 43 and 44 of the Statute on the International Regime of Railways.

ANNEX 2.

RESOLUTIONS ADOPTED BY THE TWELFTH ASSEMBLY RELATING TO FACILITIES TO BE GRANTED TO AIRCRAFT AND TO MOTOR TRANSPORT.

I. AIRCRAFT.

At its eleventh session the Assembly adopted a resolution concerning the regime applicable to aircraft engaged in transport of importance to the working of the League at times of emergency. The resolution provided, on the one hand, that negotiations should be undertaken by the Secretary-General and the Governments concerned, with a view to the application of the rules laid down by the Assembly, and, on the other hand, that the Council should decide on certain measures of detail relating to the identification of aircraft used in the service of the League.

The Third Committee has noted with satisfaction that the replies received from the Governments and the information communicated by the Secretariat indicate that the regime desired by the Assembly could be applied immediately in the event of a situation necessitating emergency communications with the League. Some States have not yet replied to the Secretary-General's request, but there is no reason to suppose that they would raise difficulties. With respect to the identification of aircraft engaged in such duties, the Council has adopted a proposal submitted to it by the Advisory and Technical Committee for Communications and Transit, which was drawn up after consultation with the International Commission for Air Navigation. The resolution adopted by the Council applies only to aircraft possessing a nationality. It was not considered fit to raise at this time the question of aircraft belonging to the League of Nations.

II. MOTOR TRANSPORT.

At its eleventh session the Assembly also adopted a resolution concerning the regime applicable to motor vehicles effecting transport of importance to the working of the League at times of emergency. The resolution provided that the matter should be generally governed in the same manner as that concerning aircraft. The Third Committee notes with satisfaction that the regime applicable to motor transport, as desired by the eleventh Assembly, could be put into operation immediately.

[4th.C.G.C.T./15.]

ANNEX 3.

NEGOTIABLE DOCUMENT FOR THE INTERNATIONAL TRANSPORT OF GOODS BY RAIL.

DRAFT RESOLUTION SUBMITTED BY M. POLITIS AND M. HEROLD.

The Conference,

Recognising the utility from the economic and commercial point of view of the creation of a negotiable transport document for the international transport of goods by rail ;

Having noted the progress of the studies undertaken in this connection by the Special Committee of the Communications and Transit Organisation of the League of Nations on the one hand and by the International Chamber of Commerce and the International Railway Union on the other, from which a concrete result may be hoped for in the near future ;

Recognising further that the introduction of such a transport document is likely to involve certain difficulties of a legal, administrative and technical nature ;

Hoping, however, that it will prove possible to surmount these difficulties :

1. Requests the Advisory and Technical Committee for Communications and Transit to have the work in connection with this question continued by its competent Committee, in co-operation with the International Chamber of Commerce and the International Railway Union and to communicate the result of this work to the Central Office for International Railway Transport for any action that may be necessary ;

2. Recommends that the Council of the League of Nations draw the attention of the Governments to the importance of the problem from the point of view of the instructions to be given to their representatives at the Conference for the Revision of the International Convention on the Transport of Goods by Rail, which is to meet in 1933.

[4th.C.G.C.T./16.]

ANNEX 4.

GRAVE OCCURRENCES OF A GENERAL CHARACTER AFFECTING ROUTES OF COMMUNICATION.

DRAFT RECOMMENDATION.

The General Conference on Communications and Transit is of opinion that, should international transit (by rail) through the territory of one or more States suffer serious interruption, those States whose means of transport (lines) could be of help in establishing traffic temporarily in place of the interrupted traffic should co-operate, each in its own territory, in the establishment of such temporary traffic. It should be understood that, subject to the provisions of international undertakings concerning transport (by rail), the passengers or the goods carried would be, so far as is possible and in so far as is compatible with the interests of such passengers or goods, carried over a new route which would reduce the extra distance over which they have to journey as far as possible.

In addition, consideration should be given to any suitable plan for using, if necessary, the transit services other than railways operated by the State under concession or with its authority, in order to facilitate such temporary traffic.

[4th.C.G.C.T./17.]

ANNEX 5.

BARRIERS TO MARITIME NAVIGATION.

DRAFT RESOLUTION.

The General Conference

Requests the Advisory and Technical Committee for Communications and Transit to study and to recommend, in collaboration with the interested Governments, any measures calculated to remove such barriers to maritime navigation as may be brought to its notice.

[4th.C.G.C.T./19.]

ANNEX 6.

COMPOSITION OF THE ADVISORY AND TECHNICAL COMMITTEE FOR
COMMUNICATIONS AND TRANSIT 1921-1931.

| 1921-1923 | 1923-1927 | 1927-1931 |
|---------------|---------------|---------------|
| Belgium | Austria | Argentina |
| Brazil | Belgium | Austria |
| Chile | China | Colombia |
| China | Chile | France |
| Cuba | Colombia | Germany |
| Denmark | Cuba | Great Britain |
| Estonia | France | Greece |
| France | Great Britain | Italy |
| Great Britain | Greece | Japan |
| Italy | Italy | Latvia |
| Japan | Japan | Netherlands |
| Netherlands | Lithuania | Panama |
| Poland | Norway | Portugal |
| Spain | Poland | Salvador |
| Switzerland | Roumania | Siam |
| Uruguay | Salvador | Sweden |
| | Spain | Switzerland |
| | Venezuela | Yugoslavia |