

[Communicated to the Council  
and the Members of the League.]

Official No. **C. 3. M. 3.** 1936. II. B.

Geneva, January 22nd, 1936

LEAGUE OF NATIONS

**ECONOMIC COMMITTEE**

---

SURVEY OF  
**TOURIST TRAFFIC**

considered as

**AN INTERNATIONAL ECONOMIC FACTOR**

---

Series of League of Nations Publications

**II. ECONOMIC AND FINANCIAL**  
**1936. II: B. 1.**

## CONTENTS.

	Page
<i>Chapter I.</i> —CONSIDERATIONS WHICH LED THE ECONOMIC COMMITTEE TO PLACE THE PROBLEM OF THE INTERNATIONAL TOURIST TRAFFIC ON ITS PROGRAMME OF STUDIES :	
1. Under the Influence of the Crisis, Interest in the Tourist Traffic has been re-awakened, but from a Purely National Point of View . . . . .	5
2. International Character of the Economic Factor constituted by the Tourist Traffic . . . . .	6
3. Decisions of the Economic Committee . . . . .	8
 <i>Chapter II.</i> —MEETING OF THE SUB-COMMITTEE OF EXPERTS ON THE TOURIST TRAFFIC (Geneva, October 21st to 24th, 1935) :	
A. List of Members . . . . .	9
B. Results of the Session . . . . .	10
I. General Conditions of the Tourist Traffic since the War . . . . .	10
(a) Effects of Currency Depreciation on the Tourist Traffic . . . . .	11
(b) Effects of the Regulation of Dealings in Foreign Exchange . . . . .	12
(c) Recommendations of the Sub-Committee of Experts . . . . .	13
(d) Transfer of Sums Due . . . . .	14
2. Technical Questions relating to the Tourist Traffic :	
(a) Passports . . . . .	15
(b) Measures to reduce the Number of Traffic Documents . . . . .	15
(c) Recommendations of the Sub-Committee . . . . .	16
(d) Customs Formalities . . . . .	16
(e) Exemption of Travel Publicity Matter from Customs Duties . . . . .	16
(f) Tourist Statistics . . . . .	17
(g) Facilities to be granted in respect of Railway Travel . . . . .	17

### ANNEXES.

I. Statistics concerning the International Tourist Traffic :	
(a) Graphs showing the Development of Tourist Traffic (Inward and Outward Payments) in Certain Countries . . . . .	21
(b) Graphs in respect of France, giving a Comparative Table of the Receipts from Tourist Traffic and the Value of Imports from 1927 to 1934, and giving the Expenditure by Tourists and the Value of Exports during the Same Years in the Case of the United States of America . . . . .	21
(c) Receipts and Payments in respect of Tourist Traffic in Certain Countries . . . . .	22
(d) Expenditure in the Same Countries by Tourists coming from the United States of America . . . . .	23

	Page
II. Desiderata and Recommendations regarding Customs Exemption for Travel Publicity Material :	
(a) Recommendation of the Sub-Committee on Tourist Traffic of the Conference of the Countries which have remained on the Gold Standard (Brussels, November 28th, 1934) . . . . .	24
(b) Recommendation of the Central Council of International Touring at its Session from May 14th to 18th, 1935, at Cracow . . . . .	24
(c) Resolution of the International Union of Official Organs for the Promotion of the Tourist Traffic at its Congress at The Hague on May 28th, 1935 . . . . .	25
III. Formalities and Charges imposed on Tourists (excluding Formalities resulting from the Regulations concerning Dealings in Foreign Exchange) :	
(a) Survey of the Formalities and Charges to which Foreign Tourists are subject in Certain European Countries . . . . .	26
(b) Survey of the Formalities and Charges to which Foreign Tourists are subject in Certain Countries of America . . . . .	32
(c) Results obtained by the Pan-American Commercial Conference at Buenos Aires in May 1935 as regards a Simplification of Formalities and a Reduction in the Charges imposed on Tourists . . . . .	36
(d) Charges for Passports issued to Nationals and Other Persons domiciled within the Country when about to go abroad . . . . .	36
(e) Decree for the Protection of French Tourist Traffic . . . . .	37
IV. Measures in force in Certain Countries concerning the Export of National Currency for Purposes of Tourist Traffic :	
(a) Survey of the Regulations in force in Austria, Czechoslovakia, Denmark, Greece, Spain and Yugoslavia . . . . .	39
(b) Situation resulting from the Putting into force of the German Regulations and the Arrangements concluded by Certain Countries with Germany :	
1. Regulation of Foreign Exchange for Journeys abroad, applicable to all Persons, irrespective of Nationality, whose Permanent Domicile is in Germany . . . . .	40
2. Synoptic Table of Individual Conventions concluded by the German Government in respect of Travellers going abroad . . . . .	41
3. Notes on the Foregoing Synoptic Table . . . . .	42
4. Rules for the Granting of Foreign Exchange to Tourists domiciled outside the Reich and travelling in Germany . . . . .	42
(c) Rules applicable to Tourist Traffic between Germany and Switzerland . . . . .	43
(d) Main Provisions of the Agreement concluded in June 1935 between Germany and the Netherlands with a view to allowing German Tourists to visit the Netherlands . . . . .	44
V. Note on the Difficulties connected with the Transfer of Sums claimed by a Customs Administration in the Case of Non-discharged Triptychs . . . . .	46
VI. System of Mileage Tickets as applied in Spain . . . . .	47

## SURVEY OF TOURIST TRAFFIC CONSIDERED AS AN INTERNATIONAL ECONOMIC FACTOR.

### CHAPTER I.

#### CONSIDERATIONS WHICH LED THE ECONOMIC COMMITTEE TO PLACE THE PROBLEM OF THE INTERNATIONAL TOURIST TRAFFIC ON ITS PROGRAMME OF STUDIES.<sup>1</sup>

##### I. UNDER THE INFLUENCE OF THE CRISIS, INTEREST IN THE TOURIST TRAFFIC HAS BEEN RE-AWAKENED, BUT FROM A PURELY NATIONAL POINT OF VIEW.

The difficulties of all kinds which stand in the way of the international tourist traffic have led Governments to realise the genuine importance of this movement, a process which has been assisted by the losses suffered as a result of the falling-off or cessation of this traffic.

Unfortunately, only the strictly national aspect of the question is considered as a rule, and the conviction is being established that only a certain number of countries which attract a large number of foreign tourists, such as Switzerland, Italy, France, Austria, Sweden, Norway, etc., are interested in the prosperity of the international tourist traffic.

(a) It is of course easy to understand that these countries should take a particularly keen interest in the question. The prosperity of their agriculture, their industry, their commerce and their transport undertakings is clearly bound up with this traffic. They have made costly installations to improve their services and their road systems, and they have invested much capital in establishments for sheltering tourists: in Switzerland, for example, the hotel industry occupies a leading position among the national economic activities. The income derived from the tourist traffic plays an important part in the balance of accounts of these countries and the decline which has occurred in this income causes them the acutest anxiety.

It is therefore natural that these countries should make increasing efforts to attract the greatest possible number of foreign tourists to their territory. They carry out propaganda on a large scale—generally directed by the national tourist offices and supported by the public authorities—and advertise the natural beauties of particular districts, their artistic resources, the healthiness of their climate, the excellence of their hotels or the abundance and safety of their means of transport. With the same purpose in view, they organise festivities, holiday-seasons, “weeks”, “week-ends”, combined circular tours, etc., and offer considerable reductions on railway or steamship tickets, etc.

(b) In addition, these same countries take a great deal of trouble to protect the tourist traffic against the obstacles which it encounters in all directions. They are thus induced to negotiate on this subject with other countries, particularly with those in monetary difficulties, and the international tourist traffic is thus tending to assume an increasingly important place in international economic negotiations.

In several cases, a direct relationship has been established between the tourist traffic and the exchange of goods. Country A desires to import tourists; country B desires to export

<sup>1</sup> Sections 1 and 2 are taken from the Economic Committee's report to the Council on the work of its forty-first session (document C.353.M.165.1934.II.B).

certain goods. Country A will therefore agree to take a certain number of waggon-loads of the goods in question on condition that country B allows a certain number of tourists to obtain the currency necessary to leave its territory, possibly at the same time granting them certain particular facilities to induce them to go to country A rather than elsewhere. Ingenious means (*e.g.*, *buoni di turismo*) have been devised to facilitate this movement, while as far as possible preventing the foreign exchange market from being affected.

(*c*) Despite all this, it is curious that even the countries which, through their long traditions, ought to have understood better than the others the truly international character of the tourist traffic, always regard it purely from their own individual point of view. Thus, few French people trouble to enquire whether Switzerland has had a good or bad tourist season, and even a Swiss hotel-keeper—*i.e.*, the typical hotel-keeper—is probably indifferent to the number of tourists who visit Austria at any particular time. Again, all three are no doubt convinced that the touristic organisation of "Holy Year" is a thing which concerns Italy alone and in which they have no reason to be interested.

What is to be said of the countries which are not visited regularly by a large number of foreign tourists, and for which such traffic has consequently only a small direct and visible importance? For the public opinion of these countries—among which may be mentioned England, Germany and the United States of America—the prosperity or distress of the French, Swiss or Italian tourist traffic is a matter entirely devoid of interest.

## 2. INTERNATIONAL CHARACTER OF THE ECONOMIC FACTOR CONSTITUTED BY THE TOURIST TRAFFIC.

Needless to say, this individualist conception of the tourist traffic is quite incompatible with economic reality.

(*a*) For a country like Switzerland, for example, a good tourist season means an increasing income, which may be estimated—the statistics being very unreliable—at several hundred millions of Swiss francs. A considerable part of this sum will necessarily flow back to the foreign countries which are Switzerland's usual suppliers of all that she needs to transport, house, feed and amuse all these tourists, who constitute a temporary increase in the population, sometimes amounting to as much as 10%.

A Switzerland in which the mountain resorts are empty, half the hotels closed, the workers engaged in the hotel industry unemployed—in short, a Switzerland whose income falls sharply in a particular year—will necessarily be a poorer customer for France, Italy and Germany. She may even be induced, in order to remedy the deficit thus created in her balance of accounts, to reduce her imports still further; possibly the time will come, if the situation gets worse, when she will find herself obliged, in the interest of her hotel industry, to keep her own nationals within the country instead of leaving them free to make pleasure and holiday trips in France, Italy, Austria, etc.

Another familiar example is that of France: In ordinary times, for example in 1929, it was calculated—although on a somewhat doubtful basis—that the income derived from the tourist traffic was sufficient to make up to a very large extent for the deficit in the balance of trade. In other words, the tourist traffic helped France very materially to carry this large deficit without difficulty and to continue to buy a much greater quantity of goods from foreign countries, such as Germany, the United Kingdom, the United States, etc., than she sold to them.

In 1929, it was calculated that the tourist traffic left the United States a deficit of 685 million gold dollars. Of this sum, 500 millions were probably spent in Europe and thus helped to reduce the debit of the European countries in question in respect of their imports of raw materials and of their payments to the United States.

Other examples could be quoted to show how greatly the tourist traffic helped to balance accounts.

(b) This international character of the tourist traffic is also evident if we examine in slightly more detail the effect of certain measures aimed at fostering it. Thus, when a country like Italy permits travellers with the most modest resources to travel the whole length of the peninsula for a trifling sum, or when it grants them all kinds of facilities for pilgrimages to Rome, it would be a mistake to imagine that this measure is useful to Italy alone.

All measures of this kind give an impetus to a further category of tourists, who swell the numbers of ordinary tourists. They appeal to small purses—*i.e.*, to persons who, if these special terms had not been offered, would very likely never have thought of undertaking a journey abroad at all.

On the assumption that the number of these additional tourists amounts to 300,000 coming from the Scandinavian countries, the United Kingdom, Germany, the Netherlands and all the Catholic countries of Europe, this means, in our opinion, that in 300,000 cases, all these countries being taken in the aggregate, 300,000 additional incomes have been created.

From the outset, there is a considerable difference between the expenses of a man who stays at home and the expenses of one undertaking a pleasure trip. In the first place, the money which he had spent on the journey had probably not yet been put to any productive use. As soon as he sets out, this small capital will be put into circulation with a hundred per cent activity. Moreover, however small his means, the tourist will incur a number of small expenses to prepare for the journey.

A Belgian workman or a middle-class Belgian Catholic, who, tempted by the reductions granted by the Italian Government, decides to go to Rome for Holy Year, will probably never have visited the different towns or countries on his route. Probably, therefore, he will wish to make the most of his journey, which will perhaps be the only one he will undertake in his life. He will first of all have to cross part of his own country's territory; he will therefore probably stop at some town or other in which, besides the expenditure represented by the railway ticket, he will have to incur expenses for accommodation, food and sundry purchases.

On leaving Belgium, he will go through France and will almost certainly stay a few days in Paris. On his return, he may say to himself that he will probably never have another opportunity of seeing Switzerland, and will perhaps also stop there for a time.

A Czechoslovak tourist will almost certainly stop at Vienna, at Salzburg, in Switzerland, etc.

All this series of intermediate expenses will be still more important in the case of a German or English tourist for example. As regard the American tourist, even if he is especially attracted by the facilities granted by a particular country or is inspired by religious, sentimental or other reasons, he will certainly take the opportunity of his trip—perhaps his only one—to Europe to visit the principal countries and the principal capitals.

Moreover, our tourist will eat Swiss cheese in France, will drink French wine in Switzerland, will buy in Italy fancy articles made at Nuremberg; if he is travelling by car, he will consume American petrol, and if he travels more modestly by rail, all the special trains organised for the tourist traffic will consume British coal and so on.

Thus we have a Belgian, a Czechoslovak, an Englishman, an American or a German who, having set out as a result of the attraction exercised by the facilities offered in a particular country, brings in additional income—in respect of transport and other expenses—both to his own country and to a whole series of intermediate countries through which he passes or in which he stops.

(c) Lastly, it is as mistaken to consider the *home* tourist traffic as something essentially different from the *international* tourist traffic as it is to ignore the fact that a country's economic

activity is indissolubly linked with its foreign trade. Indeed, the desire to travel from one place to another in a person's own country in no way differs from the desire which will lead the same person one day to cross his country's frontiers.

Thirty years ago, a Paris workman certainly never dreamed of visiting Italy, but neither did he think of spending his holidays in Brittany. The increase of travelling is a growing social development which by no means stops at the frontiers of each country.

To endeavour to attract the greatest possible number of tourists to one's own country and at the same time to do all in one's power to prevent one's own nationals from visiting neighbouring countries (as appears to be the aim of certain advertisement campaigns and of a series of vexatious measures against foreign travel advertisements) is as serious a breach of economic good sense as to endeavour to export everything and to import nothing.

(d) Lastly, it should not be imagined that the tourist movement will remain confined to certain countries particularly favoured by nature, such as Italy, Switzerland, France, Austria, etc.

In point of fact, nearly every country possesses a certain variety of climatic and geographical conditions and, moreover has a national civilisation of some value, and every country can therefore exercise, and does constantly exercise, a growing attraction for the traveller from abroad. There can be no doubt that if the countries of Europe realise that it is to the general interest to set in motion larger and larger sections of the population, and hence acquire the conviction that travelling is in the common interest, and act accordingly by making concerted efforts to provide travelling facilities for a growing number of people, however modest their resources, there is hardly a country in Europe which will not directly or indirectly derive considerable advantage.

### 3. DECISIONS OF THE ECONOMIC COMMITTEE.

Subject to the general considerations set out above, the Economic Committee, having regard to the fact that several of the technical problems of the tourist traffic have for some years past been dealt with in international agreements or are being investigated by qualified bodies, decided :

(a) To request the Council of the League to draw the attention of the Committee of Statistical Experts to the desirability of considering means of amplifying, improving and standardising tourist statistics ;

(b) To convene a Sub-Committee of Experts on Tourist Traffic to formulate an opinion as to what action should be undertaken or pursued in order to promote a revival of the international tourist traffic.

The question of tourist statistics is at present under consideration by the statistical experts.

The Sub-Committee of Experts on Tourist Traffic met at Geneva from October 21st to 24th, 1935.

---

## CHAPTER II.

### MEETING OF THE SUB-COMMITTEE OF EXPERTS ON THE TOURIST TRAFFIC.

#### A. LIST OF MEMBERS.

##### *Representatives of National Tourist Offices.*

- Austria :* M. E. DEINLEIN, Head of the Tourist Traffic Department at the Federal Ministry of Commerce and Transport.
- Belgo-Luxemburg Union :* Colonel E. N. F. PULINX, Director-General of the Belgo-Luxemburg Tourist Traffic Office.
- United Kingdom :* Mr. L. A. DE LACY MEREDITH, General Director, The Travel and Industrial Development Association of Great Britain and Ireland.
- France :* M. E. PEYROMAURE-DEBORD, Maître des Requêtes at the Council of State, Delegate-General for Tourist Traffic.
- Italy :* M. Oreste BONOMI, Director-General of Tourist Traffic at the Press and Propaganda Ministry.<sup>1</sup>
- Netherlands :* M. W. P. E. VAN DEVENTER, Director of the General Netherlands Tourist Traffic Union, Secretary-General of the International Union of Official Organs for the Promotion of the Tourist Traffic.<sup>2</sup>
- Norway :* M. G. B. LAMPE, Director of the National Tourist Traffic Office.
- Spain :* M. J. RUIZ DE ARANA, Viscount DE MAMBLAS, Head of the Tourist Traffic Department at the Ministry for Foreign Affairs (also representing the P.N.T. of Madrid).
- Switzerland :* M. Siegfried BITTEL, Director of the Swiss National Tourist Traffic Office.
- United States of America :* Mr. Donald F. BIGELOW, of the United States Consulate-General, Geneva.

##### *Representatives of International Tourist Traffic Organisations.*

- International Touring Association, Brussels :* M. Paul H. DUCHAINE, Secretary-General, Member of the Mines Board.
- International Association of Recognised Automobile Clubs, Paris :* Colonel G. PÉRON, Secretary-General.

<sup>1</sup> Replaced during part of the session by M. A. RAVA, Head of Section at the Directorate-General of Tourist Traffic, Rome.

<sup>2</sup> Did not attend the meeting, but had asked to be excused.



Central Council of International  
Touring, Paris :

COUNT HADELIN DE LIEDEKERKE-BEAUFORT, President.

International Railway Union :

M. LEVERVE, Secretary-General.<sup>1</sup>

International Union of Official Organs  
for the Promotion of the Tourist  
Traffic :

Colonel E. N. F. PULINX, Chairman.

## B. RESULTS OF THE SESSION.

The Sub-Committee made a careful examination of the various questions relating to international tourist traffic in the light of the present economic situation.<sup>2</sup> It divided the questions to be considered into two main categories : the first, of a general character, comprising the questions which govern the development or cause the shrinkage of the international tourist traffic, and the second comprising the various technical problems relating to such traffic.

### I. GENERAL CONDITIONS OF THE TOURIST TRAFFIC SINCE THE WAR.

Before the war of 1914, tourists wishing to visit foreign countries met, generally speaking, with no difficulties other than those sometimes caused by a few simple technical formalities with which they were required to comply. No restrictions were placed upon travel, and general conditions were therefore favourable to the development of the international tourist traffic.

Since the conclusion of peace, the circumstances attaching to the resumption of international economic and financial relations have been such that most countries have in turn found themselves obliged to adopt measures affecting the whole complex of international relations. The international tourist traffic has been faced with difficulties which increase side by side with the development of abnormal economic conditions.<sup>3</sup> It is at present handicapped by a series of restrictions, the most serious of which are connected with monetary problems.

<sup>1</sup> Did not attend the meeting, but had asked to be excused.

<sup>2</sup> The Sub-Committee of Experts had the privilege of being able to use as a source of information for its work the report that one of its members, M. Peyromaure-Debord, had submitted under the title " Le tourisme, le thermalisme et le climatisme " to the National Economic Council of France at its session on April 12th, 1935.

<sup>3</sup> As regards the *budgetary position* of the countries most concerned in the international tourist traffic, we reproduce below a passage taken from the last report of the Economic Committee, entitled " Remarks on the Present Phase of International Economic Relations " (document C.344.M.174.1935.II.B) :

" The receipts from tourist traffic are of paramount importance in the economic system of certain nations. Tourist traffic falls off inevitably when international trade is held up as it is at present ; and the difficulties with which it is faced are even more markedly enhanced when monetary depreciation and foreign exchange control supervene.

" Industry and trade which depend upon the tourist traffic—first and foremost, the hotel industry—have experienced a contraction of income and *their taxpaying capacity is steadily shrinking*. The amortisation of the capital invested in large or small undertakings designed to meet a given volume of tourist traffic begins to weigh far more heavily on them. The State has to intervene either by granting subsidies or by allowing exemptions : *this is a fresh difficulty for those in charge of the budget.*

" Moreover, tourists have in the past attracted to the country they were visiting a large quantity of imports which represented profits for neighbouring countries. We need merely consider the wine, fruit, vegetables and meat which Switzerland had to import in order to supply the needs of her enormous tourist traffic, and we shall realise, first, that there are many Swiss who earn less and therefore pay *less taxes* to the State, and, secondly, that the decrease in this trade will affect the producers and merchants of the countries of origin of the products in question and will consequently render them also less capable of *contributing to the balancing of their own national budget.*"

The Sub-Committee was therefore led to make an examination of the more important of these problems from the sole point of view of their effects upon the tourist traffic, without endeavouring to trace them back to their origin or to extend the examination to possible means of bringing about a return to greater freedom in the circulation of capital and, consequently, in travel.

(a) *Effects of Currency Depreciation on the Tourist Traffic.*

National monetary policy, which at present varies greatly from country to country, has been profoundly influenced by the economic conditions resulting from a process of development that has, during the last few years, taken very different forms in each of the countries concerned. The position is dominated by various factors which have resulted in a considerable disparity between the price-levels prevailing within the various countries and in the instability, or at least constantly threatened instability, of certain national currencies. As this disparity in national price-levels exists between important tourist countries, and as the currencies of some of the leading States have not yet been stabilised, at least legally, the Sub-Committee proceeded to an exchange of views on the experience gained both in countries with appreciated and in countries with depreciated currencies, with regard to the effects of monetary instability and the disparity of prices on the visits of foreign tourists. The Sub-Committee was of opinion that the experience of certain countries pointed to the following general conclusions :

1. Although, in an enquiry of this kind, it is difficult to isolate the effects of this monetary factor—which, in general, appear in combination with those of other factors, such as a fall in incomes, etc.—it would seem that it is not so much the disparity between price-levels as monetary instability which must be held responsible for the modifications both in the volume of the tourist traffic and in the direction it has taken.

2. In the countries which have maintained the gold parity of their currencies and whose internal price-level remains, in general though in very varying degrees, higher than the average of world prices, an attempt has been made at voluntary adaptation.<sup>1</sup> Exchange rates nevertheless constitute a psychological factor the influence of which has been clearly felt by the international tourist traffic.<sup>2</sup> This attempt at adaptation is still going on, but, as its effects upon the tourist traffic from abroad depend on the extent to which its success is brought home to the public, it is greatly to the interest of the gold countries to take the most appropriate steps to ensure that the results obtained in this direction are made known abroad.

3. In the countries which have reduced the value of their currencies, it is difficult to gauge the effect of this measure on the influx of foreign tourists because, at the same time, the latter is also responding to the influence, whether favourable or unfavourable, of special

---

<sup>1</sup> " It happens that the three chief countries visited by tourists—France, Italy and Switzerland—have remained on the gold standard and have also for a long time past applied a Customs policy preventing too large a decline in their internal prices. Hence there is a disparity between the price-levels in the countries of origin and the countries of destination of tourists.

" This disparity is, however, only relative and varies from country to country. Moreover, for some time past the three countries in question have been making every effort to combat the high cost of living and this deflationary movement is also extending to the prices which particularly concern foreign tourists. Considerable efforts are being made to lower the transport costs, hotel prices, etc. Despite these efforts, foreigners still think that these countries are ' dear '. Whether correct or not, this opinion naturally constitutes a very serious obstacle." (Extract from the report already quoted.)

<sup>2</sup> " This obstacle appears particularly serious when it is considered that the majority of the countries of the world, and among them the United Kingdom and the United States of America, have depreciated currencies.

" Even if he has not lost much during the slump, an American wishing to come to Europe calculates that for his dollar he can now only obtain 3 Swiss francs, 15 French francs or about 12 lire. He will not enquire whether Switzerland, Italy and France have not made the necessary efforts to bring their costs of transport and hotels into line with this new situation. The mere fact of the disparity in the value of the currencies will even prevent him from setting out." (Extract from the report already quoted.)

conditions, important political events, etc. As regards the international tourist traffic, it would nevertheless appear that the countries with depreciated currencies have benefited in the long run.

4. In certain cases, the advantages of a low price-level were probably more apparent than real, as they have been offset by the taxes and incidental charges which foreign tourists are called upon to pay.

5. It is peculiarly difficult to estimate even approximately the income derived from foreign tourists, on account of the recent extensive development of certain new forms of travel (cruises, motor-coach tours, etc.) in which tourists only spend very small sums—and, in some cases, nothing at all—in the countries visited.

#### (b) *Effects of the Regulation of Dealings in Foreign Exchange.*

Of the various economic factors characterising the present depression, it is, in the Sub-Committee's unanimous opinion, the restrictions upon foreign exchange dealings which constitute the *most serious obstacle in the way of international travel*. The regulations in force, however, vary greatly from country to country, and, from the tourists' point of view, may be divided into two categories, the consequences of which are quite distinct :

(1) Regulations which are designed to control or even restrict the export of currency, but which make an exception in the case of tourists going abroad so as to enable them to travel and stay in a foreign country under normal conditions ;

(2) Regulations which, on the contrary, go so far as practically to prohibit the export of currency and which, as a rule, deny tourists anxious to proceed abroad the right to export more than a very small sum, which, in some cases, is barely sufficient to maintain them for even one or two days.<sup>1</sup>

Whereas the first of these categories places no very serious difficulties in the way of international travel, the second, on the other hand, tends to paralyse it entirely.

In the course of the discussion, several members of the Sub-Committee pointed out that the regulations governing foreign exchange dealings in various countries had, by immobilising foreign credits, favoured "one-way" tourist traffic. For example, the introduction in Germany of the *Reisemark* (travellers' mark), which can be acquired at a substantial discount on the official rate of the mark, would appear to have exerted an appreciable influence on the number of foreign tourists visiting Germany.

The Sub-Committee is of opinion that, though present circumstances explain the appearance of such practices, attention must nevertheless be drawn to their very serious consequences. When this system leads to frozen credits being drawn upon without any equivalent advantage being given and when the only result is to promote "one-way" tourist traffic, the creditor countries are deprived of the difference between the official rate of the mark and the purchase price of travellers' marks.

In order to mitigate as far as possible the effects of these regulations, certain countries, realising the great importance of the foreign tourist traffic for their economic life and being therefore particularly anxious to maintain it, have concluded bilateral agreements based upon the compensation principle. Generally speaking, such agreements provide that, in return for commercial concessions, the country that has introduced restrictions upon foreign exchange dealings will make an exception in favour of its nationals who visit the territory of the other contracting party.

---

<sup>1</sup> Annex IV to the present document summarises various national regulations on this subject.

The Sub-Committee proceeded to an exchange of views for the purpose of establishing the results of the application of such agreements. Broadly speaking, the conclusion was that these experiments had only partly fulfilled the hopes to which they had given rise and that, though such agreements might prove satisfactory in certain special cases, their general introduction could not, apparently, be recommended.

There has been speculation in certain countries as to whether other means in addition to the bilateral agreements already described may not exist for neutralising the results of the hindrances created by the application of national regulations on foreign exchange dealings.<sup>1</sup>

Nevertheless, the Sub-Committee is not of opinion that the methods hitherto suggested or tried contain the elements of a system which could seriously be entertained as a means of appreciably remedying the drawbacks in question.

(c) *Recommendations of the Sub-Committee of Experts.*

Although, at least in the case of certain countries, it would at present appear to be difficult to abolish, for the benefit of the tourist traffic, the obstacles resulting from a strict limitation of the export of foreign exchange, the Sub-Committee is convinced that it would be by no means impossible to make the regulations more elastic, and that this would mark the beginning of a revival, not merely in the tourist traffic, but also in international economic relations, as such traffic is in the very nature of things an important medium for the international circulation of money.

The Sub-Committee expresses the opinion that the conclusion of bilateral agreements, which, in practice, result in discrimination between tourist countries, would be impeded by the practical difficulties of application, the influence of which tends, in the long run, to restrict such traffic. Furthermore, they introduce compensation between two very different items in the balance of payments—viz., the tourist traffic and the exchange of goods. The Sub-Committee considers, however, that, for many reasons, and more particularly on account of the cultural interchange which it promotes, the tourist traffic should always be regarded as something *sui generis*, as a separate item in the balance of payments the individual character of which should be maintained and in regard to which the only reasonable regime is the complete liberty that it formerly enjoyed. The Sub-Committee is of opinion that, in tourist matters especially, reprisals aggravate the previous situation and should as far as possible be avoided.

Nevertheless, the experts fully realise that the international tourist traffic is closely bound up with other forms of international exchange, so that the policy followed in regard to any one of the more important categories (commercial, monetary or financial exchanges or the exchange of services) inevitably reacts upon the tourist traffic. It may thus be regarded as established that the international tourist traffic will find it difficult to recover its former prosperity so long as monetary instability, the non-negotiability of certain important currencies (foreign exchange control) and an unduly restrictive commercial policy prevent the restoration of economic equilibrium between the various countries.

It is also clear that any action which, through long-term arrangements in respect of financial obligations towards foreign countries and the general adoption of a more liberal policy, encouraging export, would help certain important countries to abolish currency control would be altogether to the advantage of the international tourist traffic.

<sup>1</sup> The Secretariat of the International Touring Association has received a number of suggestions on this subject which may be summarised as follows :

(1) The introduction of tourists' savings books, by means of which holders would be able to obtain, in any foreign countries in which they might be staying, the equivalent, in the currencies of such countries, of the sums saved in the countries in which they usually reside ;

(2) Organisation of tourist traffic clearing systems through touring clubs ;

(3) Introduction of a tourist's card, to be issued only to persons establishing that they are *bona-fide* tourists—that is, a sort of tourist certificate which would entitle holders to export the exchange necessary for their visits to foreign countries.

Furthermore, a commercial policy calculated to revive the exchange of goods would have the advantage for the tourist traffic of counteracting the price differences between countries with stable currencies and countries with depreciated currencies and also of fulfilling one of the conditions upon which the disappearance of restrictions upon exchange dealings depends.

It is essential that, when determining their monetary, financial and commercial policy, the Governments should not lose sight of the fact that in each of these three spheres, though restrictions may perhaps protect one category or another of national producers, this advantage is offset by the losses which such restrictions will of necessity cause to the national industries directly or indirectly connected with the normal working of the international tourist traffic.

The result is that, if, in the exceptional times through which we are now passing, a tourist country decides to accept larger quantities of goods from foreign countries so as to induce such countries to supply their nationals with the exchange necessary to enable them to visit its territory, such action, though perhaps exposing home producers to increased competition, finds its justification in the advantages reaped by the tourist industries.

But, although there is a natural connection between the tourist traffic and the other items in the balance of accounts, Governments should not fall into the habit of establishing in each individual case a direct connection between the number of tourists and the imports which they accept, and of attempting to balance a given number of tourists against a given number of commodities. *Were such a conception to gain currency and to persist even when monetary conditions have returned to normal, its consequences would undoubtedly prove disastrous.*

It was, indeed, the complete liberty of movement allowed on the one hand to capital and on the other hand to persons travelling for pleasure which was largely instrumental before the war and before the depression in counteracting the difficulties—in any case, very tolerable as compared with those of the present day—which ensued from State interference in trade by way of Customs duties.

Whatever the arrangements, therefore, which it may now be necessary to make under the pressure of circumstances, it is of the utmost importance that the *ultimate aim should continue to be the restoration of complete freedom to the international tourist traffic.*

#### (d) *Transfer of Sums due.*

In connection with the question of the regulation of foreign exchange dealings, the Sub-Committee examined the following two special aspects of the problem of capital transfers :

*Transfer of Sums claimed by Customs Administrations in respect of Triptychs not in order.*—The Sub-Committee is of opinion that nothing should be done in this connection to weaken the triptych system. To that end, it regards it as indispensable that the Governments of countries controlling the export of foreign exchange should authorise the transfer of the sums claimed by a foreign Customs administration in respect of cars with triptychs not in order. Such sums are of negligible importance to the balance of accounts of the country concerned and its stocks of foreign exchange, whereas it is important that, as one of the most welcome aspects of international co-operation in tourist matters, the triptych system should be maintained in operation.

*Transfer of Sums due from Clubs in respect of International Permits.*—On the same footing as such debts should be treated those contracted by a club for the acquisition of triptychs and international Customs clearance cards, which papers are indispensable for foreign motor travel and are issued, moreover, for the direct and exclusive benefit of tourists of the country to which the debtor club belongs.

## 2. TECHNICAL QUESTIONS RELATING TO THE TOURIST TRAFFIC.

### (a) *Passports.*

The Sub-Committee devoted its attention to the present position in respect of passports or documents in lieu of passports. It refers to the recommendations adopted by the Passport Conference held at Geneva in 1926, to which it is desirable that the various countries should, as far as possible, conform. While noting, moreover, that these recommendations have led to a considerable simplification of formalities in this connection, the Sub-Committee draws attention to the possible effect upon the international tourist traffic of the practice, in certain countries, of making a high charge for the issue of passports to nationals wishing to travel abroad.<sup>1</sup>

While of opinion that the effects of such practices, which hitherto have not been widespread, should not be exaggerated, it considers that attention may well be drawn to their existence and to the fact that they have already provoked, and are likely to go on provoking, measures of retaliation.

Generally speaking, the Sub-Committee holds that, from the point of view of the international tourist traffic, it would be highly desirable that the pre-1914 position should be restored. This position was characterised by a general absence of restrictions, and tourists were not obliged to provide themselves with passports.

In this connection, the Sub-Committee ventures to impress upon the Economic Committee the desirability of drawing the attention of the Communications and Transit Organisation to the progress already made in various countries, either by independent action or bilateral agreements.

In this way, certain countries (such as Belgium, France and Switzerland) have reciprocally exempted their nationals from the necessity of producing passports or have agreed to substitution for passports of some other paper indicative of nationality—*e.g.*, tourist cards, identity cards, collective lists in lieu of passports, etc.

An even larger number of countries have abolished visas.

### (b) *Measures to reduce the Number of Traffic Documents.*

The multiplicity of international traffic documents at present required constitutes a hindrance to international motor travel.<sup>2</sup>

Some of these documents which comprise exactly the same particulars serve identical purposes; others, such as the fiscal permit, have lost their *raison d'être* in the vast majority of countries; others, lastly, such as those introduced by the Motor Traffic Convention of April 24th, 1926, can, for all practical purposes, be replaced by the corresponding national papers, as indeed has already been done in a number of countries.

The Sub-Committee is of the opinion that, in the interests of motor travel, it is important to reduce the number of documents required through the abolition of the fiscal permit, the international motor certificate and the international driving licences, provided always that the tourist is in possession of a national licence. It notes that distinct progress has already been made through the co-operation of the League Transit Organisation with the International Association of Recognised Automobile Clubs and the International Touring Association, and urges these organisations to continue their efforts in this direction.

The Sub-Committee also hopes that the Transit Organisation will extend its present fruitful action in the matter of road traffic to such other means of communication as sea and air transport.

The Sub-Committee also turned its attention to the possible consequence—both as to the number of traffic papers and to the incidental charges payable by tourists—of the extension

<sup>1</sup> Annex III to the present document contains certain particulars on this matter.

<sup>2</sup> These remarks apply *mutatis mutandis* to travel by air, water, etc.

to foreign motorists staying in or passing through the country of *compulsory third-party insurance* in countries where compulsory insurance has been introduced, and in a form which in many cases entails complicated formalities at the frontiers. It considers that, on this point also, an investigation should at once be made into the facts of the situation with a view to the introduction of every possible simplification compatible with the application of the national laws.

(c) *Recommendations of the Sub-Committee.*

The Sub-Committee recommends that, as regards both passports and the traffic documents required of foreign tourists, the various Governments, when framing regulations, should bear in mind, subject to legitimate considerations of national security, the three following principles:

- (1) The documents required by tourists proceeding abroad should be as few in number as possible ;
- (2) Their cost should be as low as possible ;
- (3) The formalities to be complied with in obtaining such documents and also during the time spent in foreign countries should be reduced to a minimum.

The Sub-Committee further expresses the hope that the Transit Organisation will study means of enabling foreign motorists to travel with a minimum of formalities in countries which have made third-party insurance compulsory in their territory.

(d) *Customs Formalities.*

The Sub-Committee learnt that, at the instance of the French Government, the Secretariat of the International Association of Recognised Automobile Clubs was preparing a draft international convention for the codification, simplification and standardisation of those parts of the Customs legislation of the various countries which deal with the passage of tourists from one country to another by whatever means of transport, the Customs regime applicable to means of transport, spare parts, camping equipment, luggage, provisions, cameras, ciné-cameras, and wireless and other apparatus, and also to saddle and draught animals accompanying tourists, and in the last place the Customs regime applicable to publicity material.

As is essential in the case of a matter which, at least in part, forms the subject of international agreements or of investigations with a view to the conclusion of such agreements, the Sub-Committee expresses the hope that the League of Nations will be kept informed of the progress made in this direction, so that it may be instrumental in avoiding duplication and securing the necessary adjustments.

(e) *Exemption of Travel Publicity Matter from Customs Duties.*

The Sub-Committee thinks it desirable that the exemption provided for in Article 4 of the draft *Convention to facilitate Commercial Propaganda*, prepared by the Economic Committee, should be adopted as soon as possible. At the same time, it considers that the text of the draft would be more in keeping with the requirements of tourists and tourist interests if it took account of the recommendation reproduced in Annex I to the present document adopted by the Central Council of International Touring at its session at Cracow, May 14th to 18th, 1935. One member of the Sub-Committee also pointed out that, in its present form, Article 4 limited exemption from duty to the printed matter of official tourist organisations, which was less generous than the system at present applied in certain countries (*e.g.*, the

United Kingdom). He thought it desirable that the terms used in that article should be amplified so as to embrace automobile clubs, transport undertakings of all kinds, and travel agencies, whose tourist activities deserved encouragement.

(f) *Tourist Statistics.*

The Sub-Committee thinks it desirable that an effort should be made at the first opportunity to improve the present position in regard to national tourist statistics, which are generally incomplete and rarely comparable.

In this connection, the Sub-Committee is anxious to testify its approval of the attempt at unification being made under the auspices of the International Union of Official Organs for the Promotion of Tourist Traffic, in which fifteen countries have pledged themselves to take part.

As a basis for estimating the place of the tourist traffic in the balance of accounts, statistics are of paramount importance ; hence the Sub-Committee's keen interest in the investigations to be carried out by the Committee of Statistical Experts. It expresses the hope that, in the course of the proceedings, the experts will consider tourist statistics, not merely as an indispensable element in the balancing of the accounts, but as the only means of ascertaining the results of travel publicity campaigns.

From this twofold point of view, the Sub-Committee considers that the particulars which it is most important to ascertain are the following, which should be classified according to the nationality or habitual place of residence of tourists :

In the first place, the number of arrivals ;

In the second place, the number of nights spent in the country, the latter information being, however, the more important.

In the course of its brief exchange of views on this important problem, the Sub-Committee realised that the results obtained, in certain countries, through particulars taken at the frontier and, in others, by means of registration at hotels, would in both cases appear to achieve the desired end. It is of opinion that it may not, perhaps, be necessary to adopt a uniform method of compiling statistics and that it would be better to avoid as far as possible the use of methods which would oblige tourists to complete still further formalities.

As regards the meaning to be attached to the word " tourist ", the Sub-Committee does not contemplate laying down any hard-and-fast definition. It would prefer a wide definition, and considers that all that is needed is that migrants and persons arriving in a country with employment contracts should be omitted from the statistics.

In the last place, as regards the methods of estimating the sums spent by tourists, the Sub-Committee realises the serious difficulties attaching to any attempt in this direction and awaits with great interest the opinion of the statistical experts on this subject.

(g) *Facilities to be granted in respect of Railway Travel.*

The Sub-Committee proceeded to an exchange of views regarding a number of questions relating to the conditions of railway travel and, more particularly, to the difficulties of the specialised organisations in drawing up combined itineraries on account of the diversity of railway tariffs and the varying extent to which reductions can be obtained on the ordinary rates, etc. It thinks that a useful means of stimulating travel would be to introduce an international *mileage ticket* with which tourists, on payment of a specified sum, could travel a stated number of miles on the railways of a number of countries (and also, perhaps, use water and air routes).



These tickets would entitle their holders to break their journey whenever they chose at any station in the countries parties to the necessary agreement. The Sub-Committee is of opinion that the introduction of such a system might in the first place be confined to a limited geographical area, and that in this connection the results obtained through the adoption of such tickets in Spain might be taken into account.

The Sub-Committee expresses the hope that this suggestion will be duly examined by the Transit Organisation.

---

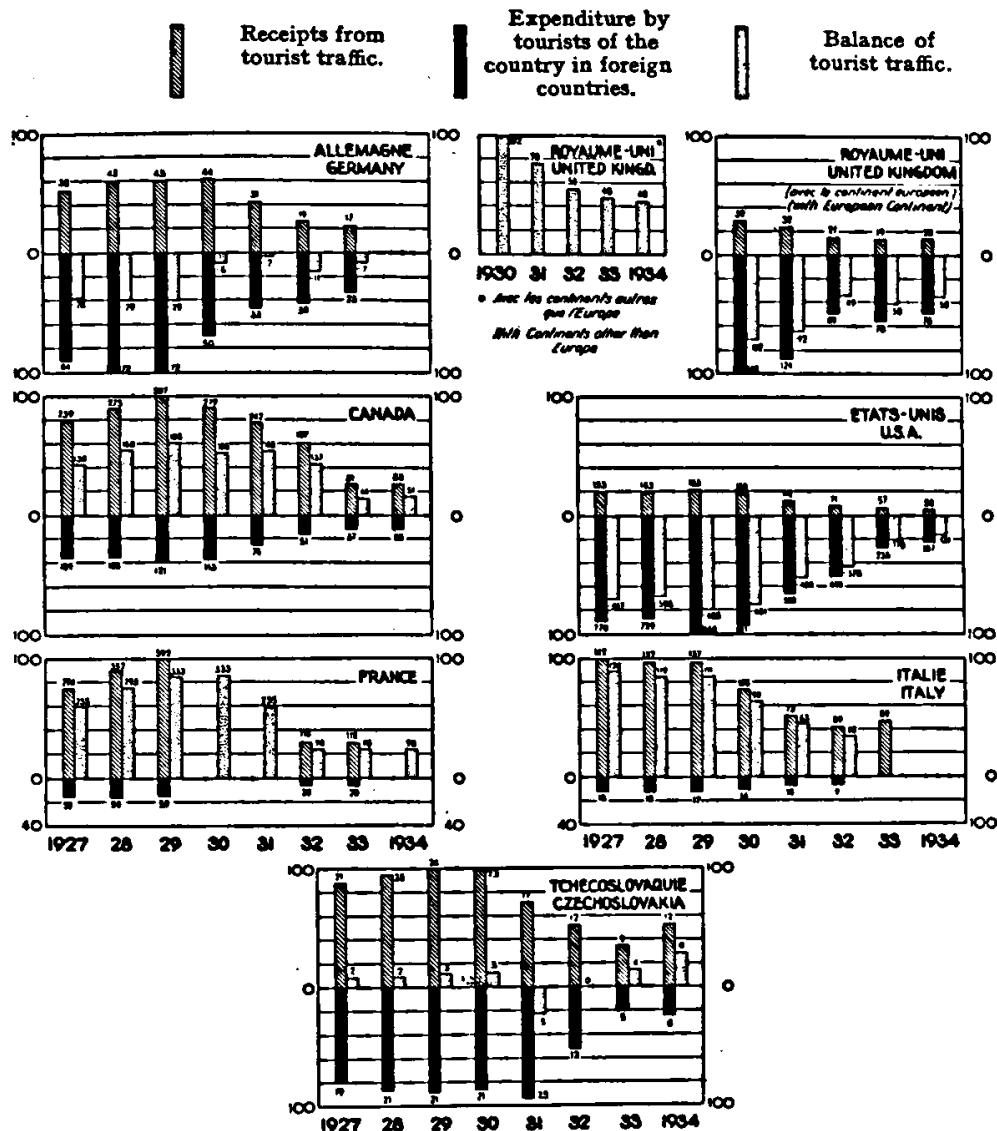
## ANNEXES

### *General Note.*

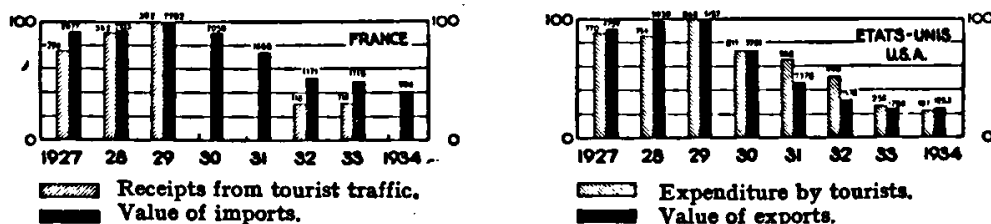
The data collected in these annexes are far from being complete. Furthermore, although they have been taken from official sources, it is possible that they may no longer give an exact picture of the actual situation at the time of publication, many changes being frequently made in the charges and formalities connected with tourist traffic. Their general purpose is to give an idea of the considerable reduction in international tourist traffic during recent years, of the variety of the formalities and charges which are imposed on tourists, of the influence on tourist traffic of the restrictions on the export of currency, of the agreements which have been concluded for the purpose of lessening that influence, and lastly of the many and troublesome formalities imposed on tourists by such agreements.

I. STATISTICS CONCERNING THE INTERNATIONAL TOURIST TRAFFIC.

(a) GRAPHS SHOWING THE DEVELOPMENT OF TOURIST TRAFFIC (INWARD AND OUTWARD PAYMENTS) IN CERTAIN COUNTRIES.



(b) GRAPHS IN RESPECT OF FRANCE, GIVING A COMPARATIVE TABLE OF THE RECEIPTS FROM TOURIST TRAFFIC AND THE VALUE OF IMPORTS FROM 1927 TO 1934, AND GIVING THE EXPENDITURE BY TOURISTS AND VALUE OF EXPORTS DURING THE SAME YEARS IN THE CASE OF THE UNITED STATES OF AMERICA.



N. B.—In preparing the above graphs, 100 (base index number) has been taken as the highest annual sum in each of the countries concerned for purposes both of receipts and expenditure. The figures inside the graphs are millions of gold dollars.

PAYS	c) RECETTES ET PAIEMENTS AFFÉRENTS AU TOURISME DANS CERTAINS															
	(c) INWARD AND OUTWARD PAYMENTS ON TOURIST ACCOUNT IN CERTAIN															
	Recettes provenant de touristes étrangers Receipts from foreign tourists								Dépenses à l'étranger des touristes nationaux National tourists' expenditure abroad							
	1927	1928	1929	1930	1931	1932	1933	1934	1927	1928	1929	1930	1931	1932	1933	1934
Allemagne . . . . .	38,1	42,9	42,9	44,1	31,0	19,1	16,7	.	64,3	71,5	71,5	50,0	33,1	30,3	23,3	.
Argentine . . . . .	5,7	.	11,5	10,5	7,2	.	.	.	26,7	.	28,7	21,9	14,4	13,2	.	.
Autriche . . . . .	38,0	44,2	36,6	.	.	.	.	.	7,7	9,2	9,2	.	.	.	.	.
Australie . . . . .	.	6,0	6,3	4,2	2,9	2,5	2,4	.	.	17,6	19,3	9,1	5,5	8,1	9,0	.
Belgique . . . . .	.	.	34,8	.	.	.	.	.	.	.	5,6	.	.	.	.	.
Canada . . . . .	238,5	275,2	307,1	278,8	241,6	187,1	80,5	83,1	108,7	107,5	120,7	113,1	73,7	50,6	36,6	32,5
Etats-Unis . . . . .	153,0	163,0	183,0	160,0	112,0	71,0	57,2	56,1	770,0	759,0	868,0	811,0	568,0	446,0	235,3	187,4
France . . . . .	294,0	351,9	392,0	.	.	117,5	117,5	.	58,7	58,7	58,7	.	.	19,6	19,6	.
Grèce . . . . .	.	.	6,8	4,9	4,5	3,0	10,0	5,8	.	.	4,7	5,0	4,4	1,1	1,1	1,3
Italie . . . . .	141,7	136,9	137,4	104,5	72,8	59,2	68,6	.	15,5	17,7	13,7	14,3	10,1	8,9	.	.
Norvège . . . . .	6,0	6,7	7,2	8,8	7,5	5,4	5,0	5,1	.	.	.	.	.	.	.	.
Pays-Bas . . . . .	.	.	.	5,2	3,6	2,8	2,0	1,6	.	.	.	18,1	13,3	12,1	12,1	10,5
Pologne . . . . .	8,0	11,0	18,7	17,7	6,2	5,2	3,5	.	13,7	19,0	18,5	27,5	16,5	10,0	7,8	.
Royaume-Uni . . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
dont touristes allant et venant de :																
a) Continent européen . . . . .	.	.	.	38,7	32,0	20,3	19,4	19,8	.	.	.	140,2	123,8	69,4	77,5	70,3
b) Autres parties du monde . . . . .	.	.	.	.	9,3	6,5	6,6	5,9	.	.	.	.	8,8	7,0	6,9	7,3
Suède . . . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Suisse . . . . .	69,4	76,2	.	.	.	.	.	.	15,4	15,4	.	.	.	.	.	.
Tchécoslovaquie . . . . .	21,0	22,8	24,0	23,5	17,2	12,4	8,5	12,1	18,9	20,7	21,0	20,7	22,5	12,4	4,9	5,7
Union Sud-Africaine . . . . .	4,6	5,2	5,5	5,1	4,3	3,6	3,1	.	19,4	20,9	21,7	20,7	11,7	17,7	13,8	.

N. B. — Ces chiffres sont extraits des deux brochures du Secrétariat de la Société des Nations, volume notamment, on trouvera des données relatives au tourisme dans quarante-cinq pays, ainsi que des commentaires.

These figures are taken from the two pamphlets issued by the Secretariat of the League of Nations: volume, dated will be found concerning tourist traffic in forty-five countries, along with a commentary

PAYS (EN MILLIONS DE DOLLARS-OR) COUNTRIES IN \$ (000,000's) GOLD.								d) DÉPENSES EFFECTUÉES DANS CES MÊMES PAYS PAR LES TOURISTES VENANT DES ETATS-UNIS (EN MILLIONS DE DOLLARS-OR).						COUNTRY
Balance des recettes (+) ou des paiements (—) Balance of receipts (+) or payments (—)								(d) EXPENDITURE IN THE SAME COUNTRIES BY UNITED STATES TOU- RISTS IN \$ (000,000's) GOLD.						
1927	1928	1929	1930	1931	1932	1933	1934	1927	1929	1931	1932	1933	1934	
— 26,2	— 28,6	— 28,6	— 5,9	— 2,1	— 11,2	— 6,6	.	20,0	15,0	8,3	5,2	2,5	2,5	Germany.
— 21,0	— 19,4	— 17,2	— 11,4	— 7,2	.	.	.	.	.	.	.	.	.	Argentina.
+ 30,3	+ 35,0	+ 27,4	.	.	.	.	.	2,7	2,9	2,3	2,0	1,7	1,0	Austria.
— 8,8	— 8,9	— 13,0	— 4,9	— 2,6	— 5,6	— 6,6	.	.	.	.	.	.	.	Australia.
.	.	+ 29,2	.	.	.	.	.	10,0	1,7	1,2	0,5	0,3	.	Belgium.
+ 129,8	+ 167,7	+ 186,4	+ 165,7	+ 167,9	+ 136,5	+ 43,9	+ 50,6	197,0	289,0	239,0	183,0	81,4	71,6	Canada.
— 617,0	— 596,0	— 685,0	— 651,0	— 456,0	— 375,0	— 178,1	— 131,3	.	.	.	.	.	.	United States.
+ 235,3	+ 293,2	+ 333,3	+ 333,2	+ 235,2	+ 98,0	+ 98,0	+ 98,0	190,0	137,0	110,0	70,0	48,4	29,8	France.
.	.	+ 2,1	— 0,1	+ 0,1	+ 1,9	+ 8,9	+ 4,5	0,9	1,6	1,2	1,0	0,6	0,5	Greece.
— 126,2	+ 119,2	+ 110,7	+ 90,2	+ 62,7	+ 50,3	.	.	31,2	30,4	16,5	13,5	8,1	5,1	Italy.
.	.	.	.	.	.	.	.	0,8	1,5	1,1	0,8	0,8	0,8	Norway.
.	.	.	— 12,9	— 9,7	— 9,3	— 10,1	— 12,1	0,8	0,9	0,2	0,3	0,2	0,1	Netherlands.
— 5,7	— 8,0	+ 0,2	— 9,8	— 10,3	— 4,8	— 4,3	.	6,0	1,3	0,5	0,5	0,4	.	Poland.
.	.	.	0,0	— 13,6	+ 7,0	— 9,9	— 4,5	40,8	40,6	27,0	22,0	14,5	.	United Kingdom.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	of which visitors to and from :
.	.	.	— 101,5	— 91,8	— 48,9	— 58,1	— 50,1	.	.	.	.	.	.	a) European continent.
— 6,6	— 7,5	— 8,0	+ 101,5	+ 78,2	+ 55,9	+ 44,2	+ 46,0	4,0	5,7	2,0	0,9	1,1	1,2	b) Other parts of the world.
+ 54,0	+ 61,8	+ 54,0	— 6,7	+ 0,5	— 0,5	— 0,3	— 1,4	15,0	10,4	7,6	3,8	1,8	2,3	Sweden.
+ 2,1	+ 2,1	+ 3,0	+ 47,3	.	.	.	.	0,9	1,3	0,6	1,2	0,6	0,5	Switzerland.
— 14,8	— 15,7	— 16,2	— 15,6	— 14,4	— 14,1	— 10,7	.	.	.	.	.	.	.	Czechoslovakia.
.	.	.	.	.	.	.	.	.	.	.	.	.	.	Union of South Africa.

Nations : « Balance des paiements, 1931-32 » et « Balance des paiements, 1934-35 ». Dans ce dernier qu'un commentaire sur les dépenses des touristes.

“Balances of Payments, 1931-32” and “Balances of Payments, 1934-35”. Particularly in the later on expenditure by tourists.

ANNEX II.

DESIDERATA AND RECOMMENDATIONS REGARDING CUSTOMS EXEMPTION FOR TRAVEL  
PUBLICITY MATERIAL.

(a) RECOMMENDATION OF THE SUB-COMMITTEE ON TOURIST TRAFFIC OF THE CONFERENCE OF THE COUNTRIES  
WHICH HAVE REMAINED ON THE GOLD STANDARD (ADOPTED AT BRUSSELS, NOVEMBER 28TH, 1934).

The delegates of the Governments<sup>1</sup> of the countries which have remained on the gold standard to the Sub-Committee on Tourist Traffic set up under the provisions of paragraph III of the Protocol of Brussels of October 20th, 1934, recommend, with a view to increasing tourist traffic between their countries :

(1) . . .

(2) (a) The admission, free of import duty without any limit in respect of quantity, of printed matter and posters for tourist propaganda (guides, pamphlets, folders, whether illustrated or not, illustrated posters), provided that such material (i) is intended to be distributed free of charge and is obviously designed to advertise travel in the country from which it comes ; (ii) is sent by, or under the auspices of, national tourist offices or equivalent official organisations ;

(b) Investigation into the possibility of applying the same system or an equivalent system (temporary admission) for the following : films, negatives, slides, dioramas, photographs, provided they are sent by, or under the auspices of, the national tourist offices or equivalent official organisations.

(b) RECOMMENDATION OF THE CENTRAL COUNCIL OF INTERNATIONAL TOURING AT ITS SESSION  
FROM MAY 14TH TO 18TH, 1935, AT CRACOW.

Whereas it is desirable that an international Convention, to which all countries are parties, should be adopted for the purpose of providing for a uniform Customs exemption for tourist traffic propaganda material ;

In view of Article 4 of the draft Convention drawn up by the Economic Committee of the League of Nations for the purpose of promoting propaganda for tourist traffic ;

The Central Council of International Touring expresses the desire :

(a) That delegates should recommend their respective Governments to accept in principle Article 4 of the above-mentioned draft Convention ;

(b) That the term " tourist traffic propaganda material " shall be understood as including photographs, slides, cinematographic films, etc., provided that they are sent out by official tourist traffic organisations recognised by the various States ;

(c) That Customs exemption should be granted in respect of specimens of tourist traffic documents and to propaganda publications of a general interest even if they include advertisements, provided that the advertisements do not take up more than 25% of the whole publication and that the advertisers contribute to the expenses of the publication itself.

---

<sup>1</sup> Belgian, French, Italian, Luxemburg, Netherlands, Polish, Swiss.

**(c) RESOLUTION OF THE INTERNATIONAL UNION OF OFFICIAL ORGANS FOR THE PROMOTION OF THE TOURIST TRAFFIC  
AT ITS CONGRESS AT THE HAGUE ON MAY 28TH, 1935.**

The International Union of Official Organs for the Promotion of the Tourist Traffic decides unanimously to adopt the following resolution regarding exemption from Customs duties in the case of documents for tourist propaganda coming from national tourist traffic offices :

1. The Union urges that a general international agreement should be arrived at as soon as possible whereby complete exemption from Customs duties would be granted, at least in all European countries, in the case of all tourist traffic propaganda documents coming from national tourist offices (the question whether this exemption should be permanent or temporary will depend on the character of the documents in question).

2. Certain international agreements already grant this exemption, but experience has shown that there are nevertheless certain difficulties in respect of the interpretation or application of such agreements.

The Union earnestly desires that the various Governments concerned should communicate immediately, if possible, to the General Secretariat of the Union detailed information concerning the application of the preferential treatment already adopted.

3. In spite of the general character of this resolution, the Union expresses the hope that bilateral agreements on this matter will continue to increase in number.

The present resolution shall immediately be brought to the notice of the various Governments concerned and the International Customs Conference.

It is decided unanimously, less one vote (Germany not being a member of the League of Nations), to forward the same resolution to the Secretariat of the League of Nations. This resolution will also be communicated to the Central Council, to the International Touring Association and to the International Association of Recognised Automobile Clubs for information.

It is understood that the term "propaganda documents" as used in the resolution shall mean publications of the "Syndicats d'initiative" or of the local tourist traffic offices distributed by the national offices, but not the matter brought out by travel agencies, transport companies, etc.

---

ANNEX III.

FORMALITIES AND CHARGES IMPOSED ON TOURISTS.

(Excluding formalities resulting from the regulations concerning dealings in foreign exchange.)

(a) SURVEY OF THE FORMALITIES AND CHARGES TO WHICH FOREIGN TOURISTS ARE SUBJECT IN CERTAIN EUROPEAN COUNTRIES.<sup>1</sup>

The information obtained concerning the formalities and charges to which a tourist is subject in certain countries will be found below. It has been classified as follows :

- Passport :*
- Visa :*
- Cost of visa :*
- Local residence taxes (taxes de séjour) ;*
- Road traffic taxes for private foreign touring cars.*

N.B.—In the list of countries which will be found below, mention is only made of the categories corresponding to measures applied in practice. The fact that one or other of them—for instance, the *local residence taxes (taxes de séjour)*—is not mentioned merely implies that the country in question does not levy such a tax.

1. Austria.

(a) *Passport :*

Compulsory.

(b) *Visa :*

Nationals of the following States are exempt from the visa : Albania, Belgium, Brazil, United Kingdom, Cuba, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France, Germany, Hungary, Italy, Japan, Latvia, Liechtenstein, Luxemburg, Netherlands, Norway, Panama, Portugal, Sweden, Switzerland, Uruguay.

(c) *Cost of visa :*

Five gold francs for a single journey ; 10 gold francs for several journeys ; 1 gold franc for transit.

(d) *Residence taxes :*

Certain resorts levy a residence tax.

(e) *Road traffic taxes for private foreign touring cars :*

No road traffic taxes are levied on private foreign touring cars, except on some specially constructed mountain roads, where a toll is charged.

2. Belgium.

(a) *Passport :*

A passport is compulsory, except in the case of French, Luxemburg and Dutch nationals (an identity-card proving nationality and bearing a photograph is sufficient). The same applies to Swiss citizens if they do not remain in the country more than three months.

<sup>1</sup> This information has been supplied by :

- (1) International Union of Official Organs for the Promotion of the Tourist Traffic, The Hague ;
- (2) International Tourist Alliance, Brussels ;
- (3) International Association of Recognised Automobile Clubs, Paris.



(b) *Visa* :

A visa is compulsory except in the case of nationals of the following countries : Union of South Africa, Australia, United Kingdom, Canada, Cuba, Czechoslovakia, Denmark, Ecuador, Finland, Iceland, Irish Free State, Italy, Japan, Liechtenstein, Morocco (French zone), Newfoundland, New Zealand, Norway, Portugal, San Marino, Spain, Sweden, Switzerland, Uruguay.

(c) *Residence taxes* :

Levied by certain resorts.

(d) *Road traffic taxes for private foreign touring cars* :

Residence permit on entrance : 10 Belgian francs. Residence tax : 10 Belgian francs per day. Touring cars coming from the following countries are, however, exempt for ninety days if provided with the international fiscal permit : United Kingdom [Northern Ireland, Southern Rhodesia, Newfoundland, Ceylon, Cyprus, Gold Coast (Ashanti Colony, Northern Togoland territories under British mandate), Hong-Kong, Jamaica, Malta, Windward Islands (Grenada, St. Lucia, St. Vincent)], Bulgaria, Denmark, Finland, Irish Free State, Italy, Netherlands Indies, Surinam, Curaçao, Poland, Portugal, Spain, Sweden, Yugoslavia.

Swiss cars are exempt for three months. Lastly, cars from the following countries are entirely exempt : France, Germany, Grand-Duchy of Luxemburg, Netherlands.

### 3. United Kingdom.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory, except in the case of nationals of the following countries : Austria, Belgium, Czechoslovakia, Denmark, France, Germany, Italy, Luxemburg, Monaco, Netherlands, Norway, Portugal, San Marino, Spain, Sweden, Switzerland.

(c) *Cost of visa* :

The charge varies, according to the different countries, from 8s. to £2.

### 4. Czechoslovakia.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Required only from nationals of States which require an entry visa from Czechoslovak citizens—*i.e.*, the South American countries, Albania, Bulgaria, Greece, Hungary, Poland, Roumania and the Union of Soviet Socialist Republics.

(c) *Road traffic taxes for private foreign touring cars* :

Levied as from the day on which the automobile enters the country. They are calculated according to the length of stay and the weight of the vehicle.

### 5. Denmark.

(a) *Passport* :

Compulsory, with the exception of nationals of Finland, Norway and Sweden, who enter the country at certain points and who are not required to hold identity-cards for the first three months.

Germans may purchase an excursion card for 10 pfennige valid for a stay not exceeding three days.

(b) *Visa* :

Compulsory, with the exception of nationals of the following countries : Austria, Belgium, United Kingdom and British Dominions (with the exception of territories under mandate), Czechoslovakia, Danzig, Estonia, Finland, France (with the exception of territories under mandate), Germany, Italy, Japan, Liechtenstein, Luxemburg, Netherlands, Norway, Portugal, Siam, Spain, Sweden, Switzerland, United States of America.

(c) *Cost of visa* :

4 kroner.

**6. Finland.**

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory, except for nationals of the following countries : Austria, Belgium, Czechoslovakia, Danzig, Denmark, Estonia, Germany, Iceland, Italy, Japan, Latvia, Liechtenstein, Luxemburg, Netherlands, Norway, Sweden, Switzerland.

(c) *Residence taxes* :

A permit is necessary for residence for a period exceeding three months ; cost : 50 Fmks.

(d) *Road traffic taxes for private foreign touring cars* :

After three months in the country, foreign cars are liable to the same taxes as cars belonging to nationals of the country.

**7. France.**

(a) *Passport* :

Compulsory, with the exception of Belgian, Luxemburg and Swiss nationals, for whom an identity-card is sufficient.

(b) *Visa* :

Compulsory, except for the nationals of the following countries : Union of South Africa, Australia, Austria, United Kingdom, Canada, Cuba, Czechoslovakia, Denmark, Dominican Republic, Ecuador, Honduras, Irish Free State, Italy, Japan, Liechtenstein, Mexico, Netherlands, Newfoundland, Nicaragua, Norway, Portugal, Salvador, Siam, Spain, Sweden, Switzerland, Uruguay.

(c) *Residence taxes* :

Levied in certain resorts.

**8. Germany.**

(a) *Passport* :

Compulsory.

(b) *Visa* :

Nationals of the following States are exempt from the visa : Union of South Africa, Australia, Austria, United Kingdom, British West Indies, Canada, Ceylon, Cuba, Curaçao, Czechoslovakia, Danzig, Denmark, Dutch Guiana, Ecuador, Estonia, Finland, Haiti, Honduras, Hong-Kong, Hungary, Iceland, Irish Free State, Italy, Japan, Kenya and Uganda, Latvia, Liechtenstein, Luxemburg, Malaya, Malta, Netherlands, Netherlands Indies, Newfoundland, New Zealand, Nicaragua, Norway, Panama, Portugal, Northern and Southern Rhodesia, Western Samoa, Siam, Sweden, Switzerland, Tanganyika, Uruguay, Yugoslavia, Zanzibar.

(c) *Cost of visa* :

Nationals of the United States of America and Mexico can obtain a visa for one year free of charge.

(d) *Road traffic taxes for foreign private touring cars* :

Foreign private touring cars are exempt from road traffic taxes for three months. Nevertheless, cars registered in Belgium, Denmark, Liechtenstein, Luxemburg, the Netherlands and Switzerland are exempt from the tax for fourteen days ; touring cars registered in Danzig are exempt for thirty consecutive days, and those coming from Austria for three consecutive days.

9. Greece.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory.

(c) *Cost of visa* :

The visa charge on passports levied by the Greek consular authorities abroad varies according to the nationality of the traveller. For most European States, the charge is 10 gold francs for several journeys in Greece in the course of one year, 6 gold francs for a single journey during three months, 1 gold franc for a transit visa.

The charges are higher and based on reciprocity in the case of the United States of America, the South American Republics, Hungary, Netherlands, Portugal, Roumania, Spain and Turkey.

(d) *Residence taxes* :

In certain bathing and summer resorts, communal taxes are levied on the cost of the room in the hotels. They never exceed 3%.

10. Italy.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory, except for nationals of the following countries : Albania, Argentine, Austria, Belgium, Brazil, United Kingdom, Chile, Cuba, Czechoslovakia, Danzig, Denmark, Ecuador, Egypt, Estonia, Finland, France, Germany, Greece, Hungary, Irish Free State, Japan, Latvia, Liechtenstein, Lithuania, Luxemburg, Mexico, Monaco, Netherlands, Norway, Poland, Portugal, Roumania, San Salvador, Spain, Sweden, Switzerland, Turkey, United States of America, Uruguay.

(c) *Residence taxes* :

Levied in some resorts.

(d) *Road traffic taxes for private foreign touring cars* :

The tax is not levied for the first three months ; after that period, motorists are subject to the same taxes and charges as the nationals of the country.

11. Netherlands.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory, except for nationals of the following countries : Algeria, Austria, Belgium, Bolivia, United Kingdom, Costa Rica, Cuba, Czechoslovakia, Denmark, Dominican Republic, Ecuador, Estonia, Finland, France, Germany, Haiti, Honduras, Iceland, Irish Free State, Italy, Japan, Liechtenstein, Luxemburg, Mexico, Monaco, Nicaragua, Norway, Panama, Peru, Portugal, Salvador, Siam, Spain, Sweden, Switzerland, Uruguay.

(c) *Road traffic taxes for private foreign touring cars* :

Foreign nationals must pay a tax on motor vehicles at the frontier. Nationals of the following countries may be exempt from the tax on motor vehicles by reason of reciprocity existing between their countries and the Netherlands : Germany (exemption for three months), Austria, Belgium, Italy, Japan, Luxemburg, Norway, Portugal, Sweden, Switzerland.

12. Norway.

(a) *Passport* :

Compulsory, except for Danish and Swedish nationals, in whose case an identity-card is sufficient.

(b) *Visa* :

A visa is only necessary for nationals of the following countries : Argentine, Bulgaria, Egypt, Greece, Hungary, Latvia, Lithuania, Poland, Roumania, Turkey and Yugoslavia.

13. Poland.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory, except for foreign nationals entering Poland for the following purposes :

- (1) To participate in congresses ;
- (2) To receive medical treatment in watering-places ;
- (3) To take part in sporting events or fixtures ;
- (4) To visit exhibitions or fairs.

(c) *Cost of visa* :

- (1) For foreigners who form part of a collective excursion, 5 zloty a head.
- (2) For transit : 1 zloty for entry and 1.50 zloty. for entry and return.

(d) *Residence taxes* :

Levied in certain resorts.

(e) *Road traffic taxes for private foreign touring cars* :

Chargeable as from the date of entry into Polish territory. They vary according to the size of the vehicle.

14. Portugal.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory, except for nationals of the following countries : Austria, Belgium, United Kingdom, Canada, Cuba, Czechoslovakia, Denmark, France, Germany, Iceland, Irish Free State, Italy, Liechtenstein, Luxemburg, Netherlands, Newfoundland, New Zealand, Norway, Spain, Sweden, Switzerland, Uruguay.

15. Roumania.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory.

(c) *Residence taxes* :

Residence permit compulsory ; price, 500 lei.

(d) *Road traffic taxes for private foreign touring cars* :

A fiscal permit is compulsory (price, 100 lei). Furthermore, a tax of 25 lei per day is levied during all the time in which the car is used in the country.

16. Spain.

(a) *Passport* :

Compulsory.

(b) *Visa* :

Compulsory, with the exception of nationals of the following countries : Belgium, United Kingdom, Cuba, Denmark and Iceland, France, Italy, Japan, Luxemburg, Netherlands, Norway, Portugal, Sweden and Switzerland.

(c) *Cost of visa* :

Varies ; it is based strictly on reciprocity.

(d) *Road traffic taxes for private foreign touring cars* :

An international tourist licence must be obtained at the Spanish Customs at the cost of 5 pesetas, which authorises travel for forty-eight hours in Spanish territory. If the stay exceeds this period but is not more than six months, a charge of 2 pesetas per day for the stay in Spain must be paid at the Customs Office of departure. Should the stay be longer than six months, a national traffic permit must be obtained in advance for the vehicle, which is subject, for the six months, to the same charges as a vehicle registered in Spain, while paying a further 2 pesetas per day in excess of the six months to the Customs Office of departure.

17. Sweden.

(a) *Passport* :

Compulsory, except for nationals of the United States or Canada who were born in Sweden ; nationals of the United States or Canada who were born in Norway or Denmark do not require a passport for themselves, their wives and children under 15 years of age for two months from the date of their arrival in Sweden.

(b) *Visa* :

Compulsory, except for nationals of the following countries : Austria, Belgium, United Kingdom, Czechoslovakia, Denmark, Finland, France, Germany, Iceland, Irish Free State, Italy, Japan, Liechtenstein, Luxemburg, Netherlands, Norway, Portugal, Spain, Switzerland, United States of America.

(c) *Cost of visa* :

Varies according to the country.

(d) *Road traffic taxes for private foreign touring cars* :

Foreign motorists who are nationals of countries which do not grant partial exemption to Swedish nationals must pay 1 krona per day (motor-cyclists, 25 öre) for twelve months from the date on which they first enter the country. Vehicles registered in one of the countries enumerated below are exempt from this tax : Germany and Austria (90 days, renewable for consecutive periods), Belgium (3 months), Brazil (1 year), United Kingdom (3 months), Cuba (90 days), Denmark (3 months), Danzig (1 year), Egypt (1 year), Finland (3 months), France (1 year), Greece (2 months), Hungary (1 month), Irish Free State (4 months), Italy (3 months), Japan (3 months), Latvia (1 year), Liechtenstein (3 days), Lithuania (1 year), Luxemburg (3 months), Natal (3 months), Netherlands (1 year), Norway (1 year), Portugal (1 year), Roumania (1 year), Spain (1 year), Switzerland (3 months), Turkey (1 year), Union of Soviet Socialist Republics (1 year), United States of America (1 month), Yugoslavia (1 year).

18. Switzerland.

(a) *Passport* :

Compulsory, except for French, Belgian and Luxemburg tourists who do not stay longer than three months in Switzerland and in whose case the identity-card is sufficient, on condition that it gives the nationality of the holder, that it bears his photograph and that it has been made out or visaed by the competent authority (an expired passport is also accepted).

(b) *Visa :*

Compulsory only for nationals of the following countries : Bulgaria, Greece, Poland, Roumania, Turkey, Union of Soviet Socialist Republics and Yugoslavia and for persons without definite nationality.

(d) *Residence taxes :*

In health resorts, there is a tax of 20 to 30 centimes per day. The amount of this tax is fixed according to the position of the resort and the category of the hotel in which the tourist resides.

19. **Yugoslavia.**

(a) *Passport :*

Compulsory.

(b) *Visa :*

With the exception of German and Czechoslovak tourists, for whom the visa is unnecessary, on the basis of reciprocity.

(c) *Cost of the visa :*

130 dinars for a visa valid for six months with an unlimited number of entries ; 65 dinars for a visa ; 13 dinars for a transit visa without the right of stay. Nevertheless, tourists of any nationality have been allowed for some time to enter Yugoslavia on presentation of a *tourist visa obtained at the reduced rate of 10 dinars* payable in the respective national currency at the average rate of exchange, provided that they stay at least three days in the health or tourist resorts or in bathing resorts. This visa is valid for entry and departure and for a period of three months.

(d) *Residence taxes :*

Levied in certain officially recognised health, tourist and bathing resorts.

(e) *Road traffic taxes for private foreign touring cars :*

Vehicles after entry into Yugoslavia are subject to the traffic tax. Special facilities have, however, been provided for foreign tourists : (1) Yugoslavia having acceded to the Geneva Convention of March 30th, 1931, on the Taxation of Foreign Motor Vehicles, foreign tourists who enter Yugoslavia with a triptych or Customs permit and who, on arriving in Yugoslavia, present the international fiscal permit, are entitled to exemption from the payment of taxes and charges on traffic or on the possession of motor-cars in the whole or a part of Yugoslav territory, for one or more visits representing a total duration of ninety days spent in this territory within one year. This period is computed day by day as from the date of the issue of the fiscal permit. This exemption does not extend to consumption taxes or charges. (2) Foreign tourists provided with a triptych or Customs permit but not possessing the international fiscal permit are exempt from the payment of the above-mentioned taxes and charges for sixty days. When foreign tourists have exceeded the stay of sixty or ninety days, as the case may be, they are compelled to pay a charge of 10 dinars per day to the Customs offices of departure.

(b) **SURVEY OF THE FORMALITIES AND CHARGES TO WHICH FOREIGN TOURISTS ARE SUBJECT IN CERTAIN COUNTRIES OF AMERICA.<sup>1</sup>**

1. **Argentine.**

1. **Passport.**
2. **Health certificate.**
3. **Trachoma certificate, which may be incorporated in health certificate.**
4. **Vaccination certificate.**
5. **Two additional photographs.**
6. **Police certificate.**
7. **Visa fees ranging from 5 to 20 dollars, depending upon circumstances.**

<sup>1</sup> Information taken from the preparatory documents for the Pan-American Commercial Conference of Buenos Aires, May 1935.

**2. Bolivia.**

1. Passport.
2. Six extra photographs.
3. Birth certificate presented for inspection.
4. References of firms or persons residing in Bolivia.
5. References of two firms of locality of traveller's residence.
6. Health certificate.
7. Certificate of vaccination against smallpox.
8. Certificate of good conduct.
9. Visa fee : 4 dollars.

**3. Brazil.**

1. Passport.
2. Three additional photographs.
3. Three identification forms, furnished by a consulate.
4. Certificate of vaccination against smallpox.
5. Health certificate.
6. Police certificate.
7. Visa fee : 4 dollars.

**4. Chile.**

1. Passport.
2. Health certificate issued by the physician of a Chilean consulate-general.
3. Vaccination certificate issued by the physician of a Chilean consulate-general.
4. Good-conduct certificate.
5. Tourists making a round trip on the same vessel do not require a passport ; a letter from the steamship company visaed by the Consul-General is sufficient when accompanied by the necessary vaccination, good-conduct and health certificates.
6. Visa fees : for passport or letter from steamship company, 4 dollars ; for visa of health and vaccination certificates, 3 dollars.

**5. Colombia.**

1. Passport.
2. Health certificate.
3. Three extra photographs.
4. Certificate of vaccination against smallpox.
5. Character certificate from a police authority.
6. Two letters of introduction to a Colombian consul from the applicant's employers.
7. Visa fees on a reciprocity basis.

**6. Costa Rica.**

1. Identification card obtained from a transport company.
2. No visa required.

**7. Cuba.**

No passport or visa required except in very special cases.

**8. Dominican Republic.**

No passport or visa required except when a tourist remains more than thirty days.

9. Ecuador.

1. Passport.
2. Health certificate.
3. Certificate of vaccination against smallpox.
4. One extra photograph.
5. In organised groups, only a list or collective passport prepared by the steamship agency is required.
6. Bona-fide tourists are exempt from payment of visa fee ; in other cases fee is 3 dollars.

10. Guatemala.

1. Tourists staying a limited time do not need passports ; tourist card only, obtained at a Guatemalan consulate, is necessary.
2. Visa of tourist card is free.

11. Haiti.

1. Citizens of the United States, Germany and the Netherlands do not require passports.
2. Nationals of all other countries must be provided with a passport if they wish to remain more than thirty days.
3. Visa fee : 3 dollars.

12. Honduras.

1. Identification card only, issued by the steamship company, is necessary in the case of tourists visiting Honduras.
2. No visa necessary.

13. Mexico.

1. Tourist card obtained from a Mexican consulate, in the case of tourists remaining less than six months.
2. Visa fee : 2 Mexican pesos.

14. Nicaragua.

1. Passport.
2. Certificate of good conduct.
3. Visa fee : free in certain cases ; 1.50 dollars in others.

15. Panama.

No passport or visa is necessary in many cases.

16. Paraguay.

1. Passport.
2. Health certificate.
3. Vaccination certificate.
4. Police certificate.
5. Visa fee : 2 dollars.

Nationals of all South-American countries are exempted from presenting a passport. They need only a certificate of identity or good-conduct certificate issued by a police authority.



17. Peru.

1. Passport.
2. Health certificate.
3. Vaccination certificate.
4. Visa fee : 5 dollars ; in various cases, visas are not required ; in others they are required but are furnished free.

18. San Salvador.

1. Passport.
2. Certificate of vaccination against smallpox.
3. Visa fees vary, according to nationality of person ; free in many cases.

19. United States of America.

1. Passport.
2. Visa fees : 9 dollars for visa of passport, 1 dollar for application for visa.

Charge for the visa of a foreign passport for persons visiting the United States, applicable in the case of nationals of countries with which the United States has not concluded reciprocal agreements for the abolition or reduction of visa fees for non-immigrants. Such agreements are in force with thirty-seven countries. The visa is valid for a period of twelve months and for any number of visits to the United States during that period.

Special arrangements have been made for tourists who are citizens of several nearby countries, including Canada and Mexico, who may enter the United States temporarily without passports or visas. <sup>1</sup>

20. Uruguay.

1. First-class passengers entering the country as tourists may, depending upon the consul's decision, be exempted from the formalities usually insisted upon, with the exception of the visa fee.

All other persons entering the country must furnish the following :

2. Passport.
3. Good-conduct certificate.
4. Certificate of vaccination against smallpox.

21. Venezuela.

1. Passport.
2. Six additional photographs.
3. Two identification forms to be made out at the consulate.
4. Deposit of 1,000 bolivares.
5. Certificate of vaccination against smallpox.
6. Health certificate.
7. Good-conduct certificate.
8. Affidavit before a notary public as to the good intentions of the traveller.
9. Certificate of good behaviour issued by the employer.
10. Visa fee at port of landing : 2 dollars.

Note. — Passengers on special cruises with stopover of only one day need not fulfil any requirements whatsoever.

---

<sup>1</sup> This note was added as a result of information supplied by Mr. Bigelow, a member of the Sub-Committee of Experts.

(c) RESULTS OBTAINED BY THE PAN-AMERICAN COMMERCIAL CONFERENCE AT BUENOS AIRES  
IN MAY 1935 AS REGARDS A SIMPLIFICATION OF FORMALITIES AND A REDUCTION IN THE CHARGES IMPOSED ON TOURISTS.

1. At the Conference in question, a Convention concerning the adoption of a *Pan-American tourist passport* and a *transit passport for vehicles* was signed by the States members of the Union.

This Convention defines the meaning of the term "tourists"; it lays down that every nation must endeavour to establish and adopt the "Pan-American Tourist Passport". Each contracting State would have the right to issue such a passport either individually or collectively to its nationals, whether nationals by birth or naturalised, or to nationals of other American countries, subject to certain formalities. The passport will be issued free of charge.

The Convention also contains provisions in respect of special services connected with the visa and the right of the country to which the tourist proceeds to keep his passport during his stay in the country, a certificate being given to replace the passport up to the time when the tourist is about to leave the country; and the setting up of tourist traffic offices in each country.

The part of the Convention which deals with transit of vehicles belonging to tourists expressly lays down that bicycles, motor-bicycles, automobiles and aircraft used by their owners or intended to be used later by them, shall be admitted free of duty; scientific instruments and the necessary equipment for the exercise of arts and professions shall also be admitted free of duty and sporting equipment of tourists; vehicles may remain in the country to which the tourist proceeds as long as their owners remain there; special badges may be issued in respect of vehicles admitted under this passport.

The United States of America abstained from signing this Convention because the organisation of their Government prevents them from concluding agreements of this character.

They have nevertheless declared that they are prepared immediately to conclude bilateral agreements with other countries with a view to giving effect to the spirit of the Convention.

The Dominican Republic also made a reservation with regard to the Convention, as its legislation does not allow it to regard persons travelling for business as tourists.

2. A Convention with a view to facilitating tourist traffic between American countries was also signed at the same Conference.

3. Furthermore, a number of recommendations were adopted, among others, a recommendation concerning the definition of the term "immigrant", with regard to which reservations were submitted by Cuba, by the Dominican Republic and by Venezuela, and various recommendations concerning measures of supervision to be applied to the movement of travellers passing through one country for the purpose of proceeding to another country, the simplification or abolition of passport formalities, the development of propaganda for tourist traffic by the Pan-American Union, and encouragement to banking establishments with a view to making the use of travellers' cheques more general.

(d) CHARGES FOR PASSPORTS ISSUED TO NATIONALS AND OTHER PERSONS DOMICILED WITHIN THE  
COUNTRY WHEN ABOUT TO GO ABROAD.

Since the crisis, under the influence mainly of currency considerations, a number of countries, whether they do or do not control dealings in foreign exchange, have considerably increased the charge levied when passports are issued to their nationals.<sup>1</sup>

This, for instance, is the case in *Poland*. That country has not established any measure for controlling dealings in foreign exchange; on the other hand, at the time when the passport is issued, it levies charges which are so high that they may exercise an influence on the number of tourists proceeding to foreign countries. The levying of such charges is, however, made less onerous by a series of special regulations in respect of individual cases as shown below.<sup>2</sup>

The duration of validity of passports is one year.

<sup>1</sup> Certain countries, when introducing this charge, gave it the character of a new tax on pleasure trips to foreign countries. Thus, in the budget of the Netherlands for the year 1936, we find among the new fiscal measures intended to make up the deficit an item of two million florins revenue under the heading: tax on journeys abroad for pleasure.

<sup>2</sup> Information supplied by the Polish delegation accredited to the League of Nations.

The ordinary charge for issuing a passport is fixed at 400 zloty for a single journey, 1,600 zloty for several journeys during one year.

Nevertheless :

(1) Passports are issued free of charge to workers proceeding to foreign countries for the purpose of taking up employment there ;

(2) In the case of travel for commercial purposes, the charge is 100 zloty for one journey and 400 zloty for several journeys ;

(3) The tax is reduced to 80 zloty for one journey, or 320 zloty for several journeys, in the case of travel :

(i) For scientific and social research, etc. ;

(ii) By invalids proceeding to foreign countries to receive treatment there, on condition that it is not possible to receive such treatment in Poland and that the invalids in question are without means ;

(iii) By persons proceeding to foreign countries to take part in international meetings, congresses, conferences, etc. ;

(iv) By persons taking part in sporting and athletic events in foreign countries ;

As an exceptional measure, the persons mentioned in (ii), (iii) and (iv) may be exempted from payment of the charge ;

(4) In the case of seafaring men and pilots, the charge for passports is reduced to 3 zloty.

Administrative regulations lay down the conditions under which the various persons applying for exemption or reduction of the normal charge must prove their claims.

N.B.—In an agreement with Austria, the Polish charges for issuing passports have been specially reduced. Although we have no detailed information on this subject, the provisions of this agreement not having been made public, one interesting fact should be noted : the principles of the *collective passport* has apparently been admitted in certain cases and the charge for issuing the same has been reduced.

#### (e) DECREE FOR THE PROTECTION OF FRENCH TOURIST TRAFFIC.

As a result of the measures put into operation by a number of countries which restrict the amount of foreign exchange that can be taken out of the country by national tourists desirous of travelling or residing abroad, or which charge heavy fees for the issue of passports, the French Government has decided to enact a decree affording it the means of introducing, as soon as it may deem necessary, a regime of equitable reciprocity in the matter of tourist traffic with such countries.

This is the import of the comments accompanying the Decree of September 21st, 1935, for the protection of French tourist traffic (the text of which is reproduced below).

Up to the present, however, the French Government has not applied this decree, which remains a potential means of reprisal and a weapon of negotiation to be used for the purpose of securing, if possible, a relaxation of the measures which led to its enactment.

#### *Text of the Decree.*<sup>1</sup>

*Article 1.*—Article 196 of the Decree of September 21st, 1934, codifying stamp duties shall be completed as follows :

“ A supplementary stamp duty shall be payable by any French national proceeding to any one of the States that have established either passport fees higher than the corresponding French fees or monetary or other restrictions applicable to persons desirous of travelling or residing in France. ”

The maximum rate of this duty shall be equal to the equivalent in French currency of the difference :

(1) Between the cost of the passport payable in the foreign State concerned by tourists desirous of proceeding to France, and the cost of a passport issued in France to a French national desirous of proceeding to the country in question ;

(2) Between the sum which may be taken for a stay of one month or a fraction thereof by a tourist of the foreign State concerned into a country which, in respect of the export of capital for touring purposes, enjoys

<sup>1</sup> Taken from the *Official Journal* of September 24th, 1935, page 10348.

most-favoured-nation treatment and the sum which such tourist is permitted to export to France for the same period.

The maximum rate of this duty may in no case exceed 5,000 francs.

This duty shall not be payable by any Frenchman, whether accompanied or not by his spouse :

- (1) Who is sent on an official mission ;
- (2) Who has his principal residence abroad ;
- (3) Who satisfies the prefectoral or consular authorities that he is not visiting the country concerned as a tourist.

The duty shall similarly not be payable by any French national under the age of 18.

*Article 2.*—The Minister for Foreign Affairs, the Minister of the Interior, the Minister of Finance, the Minister of Commerce and Industry and the Minister of Public Works shall be authorised to prohibit by order the sale or circulation in France of bonds or securities exchangeable in any form whatever for monetary instruments or services that are likely to disturb the equilibrium of the international tourist markets.

*Article 3.*—Any French national, domiciled in France, who is desirous of proceeding to a State to which the provisions of the present decree apply under Article 4 thereof shall, before crossing the frontier of the State concerned, pay to the prefectoral authorities the supplementary fee provided for in Article 1.

If the French national is temporarily in another country he may pay the fee provided for in Article 1 to a French consulate.

In the case of a country for which the production of a passport is not required, the above-mentioned duty must be paid under the same conditions and against the issue of a stamped form bearing the national's name, which shall take the place of a certificate and the production of which may at any time be required by a representative of France abroad.

Any infringement of the provisions of the present article shall render the offender liable to payment of a sum equal to four times the amount of the duty evaded ; the maximum sum payable shall not, however, exceed 15,000 francs.

*Article 4.*—The provisions of the present decree shall not apply until after the promulgation of inter-Ministerial orders fixing the amount of the increase under the conditions laid down in Article 1.

*Article 5.*—The President of the Council, Minister for Foreign Affairs, the Minister of Public Works, the Minister of the Interior, the Minister of Finance, the Minister of Commerce and Industry, and the Minister for the Colonies shall be responsible, each in so far as he is concerned, for the execution of the present decree, which, in accordance with the single article of the Law of June 8th, 1935, shall be submitted to the Chambers for ratification by January 1st, 1936.

---

MEASURES IN FORCE IN CERTAIN COUNTRIES CONCERNING THE EXPORT OF NATIONAL CURRENCY FOR PURPOSES OF TOURIST TRAFFIC.

(a) SURVEY OF THE REGULATIONS IN FORCE IN AUSTRIA, CZECHOSLOVAKIA, DENMARK, GREECE, SPAIN AND YUGOSLAVIA.<sup>1</sup>

**Austria.**

The export of national currency is allowed up to a maximum of 200 schillings. Foreign currency may be exported without special permit up to a sum equivalent to 500 schillings.

These measures apply in respect of all countries.

**Czechoslovakia.**

The export of national currency is authorised without a special permit up to a sum of 1,000 Kč. More than 1,000 Kč. may be exported by persons proceeding to Germany, Austria, Bulgaria, Roumania and Yugoslavia.

Persons travelling to the Netherlands may export 340 Dutch florins. Persons travelling to France may take 3,700 French francs.

**Denmark.**

The export of national currency is limited to 100 kroner per person.

Danish tourists proceeding to foreign countries may export the sum in foreign currency which they can obtain in the banks by making a declaration that the money is to be used solely for the journey, and the amount applied for—in the opinion of the bank—is in keeping with the standard of living of the person concerned in Denmark. These restrictions apply in the case of all countries.

**Greece.**

The export of national currency is subject to restrictions. Greek travellers must, before leaving the country, make a special application to the Bank of Greece, which will supply them with the necessary foreign currency in accordance with their requirements. Each application is dealt with separately and in a generous spirit.

These measures apply in respect of all countries.

**Spain.**

In the case of all countries, export is limited to 5,000 pesetas per person and a note to that effect is made on the passport.

**Yugoslavia.**

Tourists may take the following amounts abroad, provided the amount is written on their passport: 3,000 dinars to Bulgaria, Roumania, Italy, Greece, Austria, Hungary, Albania; 5,000 dinars to other countries.

An exception to this general prohibition of the export of foreign exchange and currency is formed by the purchase of means of payment abroad for personal requirements up to the equivalent of 300 dinars per month for each person; this purchase may be made without any authorisation from the Ministry of Finance (Ministerial Decree of December 29th, 1934).

Apart from this autonomous system there are provisions in tourist agreements regarding the export of foreign exchange and currency for the requirements of national tourists. Yugoslavia has, up to the present, tourist agreements with Czechoslovakia, Germany, Poland, Hungary and Austria.

(b) SITUATION RESULTING FROM THE PUTTING INTO FORCE OF THE GERMAN REGULATIONS AND THE ARRANGEMENTS CONCLUDED BY CERTAIN COUNTRIES WITH GERMANY.<sup>2</sup>

*I. Regulation of Foreign Exchange for Journeys abroad, applicable to all Persons, irrespective of Nationality, whose Permanent Domicile is in Germany.*

I. When proceeding to any foreign country, each person may take with him the following sums *in cash* per person per calendar month:

(1) *Without formalities*, 10 RM., but only in German coin or in foreign currency:

<sup>1</sup> Information received from the International Union of Official Organs for the Promotion of the Tourist Traffic at The Hague.

<sup>2</sup> Information supplied by the International Touring Association, Brussels.

(2) In urgent cases, an additional sum of 50 RM., also in German coin or in foreign currency. The urgency of the case must be proved and certified on the passport by the competent local police authorities.

II. Travellers may take with them *travellers' letters of credit, travellers' cheques, credit notes and hotel vouchers* in accordance with the special Conventions concluded by the Reich Government with the countries indicated in the synoptic table given hereafter. The amount of the sums of money granted for this purpose, with all other necessary information, is given in this table.

*Particulars to be mentioned in the passport.*—All purchases of foreign exchange, travellers' letters of credit, travellers' cheques, credit notes and hotel vouchers must be mentioned in the passport.

*Use of means of payment.*—Attention is particularly drawn to the fact that, in accordance with the regulations, the means of payment allowed in virtue of a special Convention may only be employed for a stay in the country for which they were authorised. For this purpose, a written declaration must be made at the time of this authorisation.

*Journeys in several countries.*—It should further be noted that, when a journey is made in several countries, even if a special Convention exists for each of them, a traveller may only take with him, for all these countries *together*, travellers' letters of credit, credit notes, etc., up to a total amount of 500 RM. per person per calendar month. In this case, it is therefore not possible to fix a maximum sum for each individual country as would be the case in other circumstances.

*Supplementary despatch of funds.*—If one of the documents of payment has been acquired for the needs of one calendar month only, supplementary despatches of funds may be made for the second and third months, on condition that, before departure, an appropriate note on this subject has been made in the passport or that the passport itself is sent back from abroad to the competent issuing agency.

*Cash limit.*—In cases covered by the special Conventions shown in the synoptic table, it will not be necessary to produce the certificate of urgency issued by the competent local police authority in order to take out of the country the amount of cash indicated under I (2). An exception is made, however, as regards Denmark and the Netherlands, to which countries only 10 RM. of cash may be taken in spite of the special Convention. On its side, the Reichsbank must insist that, in case of an extension of the limit to 50 RM., only currency of the country for which payment document has been made out should be delivered. At the same time, it raises no objection to qualified institutions meeting requirements in a third currency if plausible motives exist. A plausible motive is considered to exist in particular when, in order to reach his destination, the traveller must pass through another country and will therefore need the sum of 50 RM. in currency of that country.

*Supply of foreign currency.*—As regards all these countries, with the exception of Switzerland, Italy and Austria, there can never be any certainty that the Reichsbank will be able to supply the foreign currency in question nor as to the amount it will be able to supply. Travellers are therefore advised to enquire at a foreign currency bank or Mittel-Europäisches Reisebüro branch before planning a journey to any of these countries.

*Polish corridor.*—As, generally speaking, an increase in the amount of cash allowed, including that for urgent cases (50 RM.), is not authorised for transit across the Polish corridor on the way to or from East Prussia, the Reich Finance Minister, in order to facilitate journeys by motor-car, has authorised frontier Customs offices to allow German nationals and holders of German passports to take with them German means of payment over and above the amount normally allowed up to a total of 3,000 RM. for all the occupants of one motor-car. In such a case, transit must take place without interruption, and all the members of the party must remain *together*. If, owing to indisposition, one of the members of the party is obliged to interrupt the journey, he may only retain on his person the sum normally allowed. A transit journey effected in the conditions indicated above will be controlled by means of a transit certificate issued by the Customs office of exit, which will have to be produced at the Customs office of re-entry into Germany, together, with the sum mentioned therein.

Passage through the corridor by *rail* is not subject to any restrictions as regards the money carried by travellers.

2. *Synoptic Table of Individual Conventions concluded by the German Government in respect of Travellers going abroad.*

Country	Up to a sum of RM.	Placed at the traveller's disposal without formality by	Placed at the traveller's disposal after an application to the Reichsbank sent in through	Method of payment	
Switzerland (a) . . . . . (See Annex IV(c) below.)	500.—	Foreign Exchange Bank or branch of the M.E.R.	—	Period of liquidation 8 to 10 days	On entering the country, a maximum of 200 Swiss francs ; 7 days after the first payment, 300 Swiss francs ; 14 days after the first payment, the balance.
Denmark . . . . .	500.—	—	Foreign Exchange Bank or branch of the M.E.R.		On entering the country, a maximum of 300 kroner ; 7 days after the first payment, 200 kroner ; 14 days after the first payment, 200 kroner ; 21 days after the first payment, the balance.
Free City of Danzig . . . . .	180.—	—	Idem.		First payment up to 150 Danzig gulden at the option of the traveller. Balance one week or more after the first payment.
Netherlands (b) . . . . . (See also Annex IV (d) below.)	200.— (Dutch fl.)	—	Branch of the M.E.R.		On entering the country, a maximum of 100 Dutch florins ; 7 days after the first payment, the balance.
Italy (c) . . . . .	500.—	—	Foreign Exchange Bank or branch of the M.E.R.		
Yugoslavia . . . . .	500.—	—	Idem.		
Austria (d) . . . . .	500.—	—	Idem.		
Roumania . . . . .	500.—	—	Idem.		
Czechoslovakia . . . . .	500.—	—	Idem.		
Hungary (e) . . . . .	500.—	—	Idem.		

### 3. Notes on the Foregoing Synoptic Table.

(a) As regards *Switzerland*, each term of payment is mentioned by the paying establishment in the passport. If by the production of a Swiss affidavit it is proved that, in order to meet obligations to the establishment in question, sums greater than those indicated are necessary, Swiss payment agencies and agencies for travellers' letters of credit, travellers' cheques and credit notes may effect anticipatory payments up to the total amount of the credit document in question.

The Swiss Federal Council has requested the German Reichsbank to interrupt provisionally the issue of means of payment in accordance with the special Convention of last April (*i.e.*, travellers' letters of credit, travellers' cheques, hotel vouchers, etc.). Accordingly and until further notice, the above-mentioned means of payment may no longer be prepared for Switzerland, and only a sum of 10 RM. per person and per calendar month may be introduced into that country, or in case of *urgency* the *additional* sum of 50 RM.

(b) As regards the *Netherlands*, the supplementary amount of 200 Dutch florins—out of 500 RM.—*may only be* taken out of the country in the form of M.E.R. hotel vouchers.

(c) The rules governing the introduction into *Italy* of Italian bank and Treasury notes are laid down in a Ministerial Decree of October 3rd, 1935/XIII, published under No. 235 in the *Official Gazette* of October 8th.

In order to appreciate the scope of this measure, it must be borne in mind that foreigners and Italian nationals, resident abroad, entering Italy or the Italian possessions are free to introduce Italian bank and treasury notes up to an amount not exceeding 2,000 lire, whereas no restriction is placed upon the possession and introduction of foreign exchange and hotel vouchers.

The decree provides that persons resident in Italy or the Italian possessions who proceed abroad may, on their return to Italy, introduce bank or treasury notes up to an amount not exceeding the sum exported by them on leaving Italy or the Italian possessions, the maximum in any case being fixed at 2,000 lire.

It is laid down that all persons proceeding abroad shall provide themselves with a special form on which they shall indicate the total amount of lire in bank and treasury notes which they take with them across the frontier.

Such forms are supplied free of charge and can be easily obtained at railway ticket offices, in travel and tourist agencies, at hotels, etc., and also from the frontier authorities.

The forms, duly filled in, must be produced to the frontier authorities, at the same time as passports, for the necessary visa.

The forms thus visaed must be retained by those concerned and may be used as documentary evidence to facilitate the normal exchange of Italian currency at any foreign bank.

In the case of Italian citizens residing in Italy or the Italian possessions, the notes shall be produced to the frontier authorities on the return of the traveller to the country, as evidence of the amount in lire which he is bringing back with him. This means that Italian citizens resident in Italy or the Italian possessions are not entitled to bring back with them from abroad bank and treasury notes over and above the amount entered on the above-mentioned forms.

To enable those proceeding abroad to turn part of the exported lire to profitable account, they are permitted to fill in, in place of the usual single form, a number of forms in respect of the import of separate amounts which, taken together, represent the total sum in their possession.

In such cases, they must on their return produce to the frontier authorities the forms relating to the balance in their possession.

In this connection, it may be recalled that the provisions previously enacted are still in force; these provisions were to the effect that those proceeding abroad are entitled to take with them Italian currency up to an amount not exceeding 2,000 lire in bank-notes of not more than 100 lire each and in Treasury notes, together with coin up to an amount not exceeding 50 lire and the exchange necessary for their stay abroad, provided always that, in the case of Italian citizens, the said exchange is vouched for in the manner prescribed and that it is accompanied by the prescribed form, to be filled in by the banks and agencies authorised by the National Institute for Foreign Trade and to be produced to the frontier authorities.

(d) The special Convention with *Austria* (closing of the frontier) remains unchanged—*i.e.*, a frontier tax of 1,000 RM. per person has to be paid in order to enter the country or pass through it by *motor-car*.

(e) As regards *Hungary*, payment may only be made on a gold basis—*i.e.*, 1 pengő = 0.74 RM.

### 4. Rules for the Granting of Foreign Exchange to Tourists domiciled outside the Reich and travelling in Germany.

As regards cash imported into Germany or exported therefrom, the following provisions shall be applicable to persons permanently domiciled *outside the Reich*, irrespective of nationality:

(1) On entry into Germany, an unlimited quantity of means of payment and foreign currency of all kinds (including Reichsbank notes) may be introduced.



(2) In order to be able to export freely on leaving Germany the sums which have not been spent there, it is necessary on entering that country to procure from the German Customs office a certificate indicating in each currency the quantities of means of payment carried. Subject to this condition, Reichsmarks may be exported up to the total amount imported, even in Reichsbank notes. In such cases, the strict provisions concerning persons permanently domiciled in Germany do not apply.

(3) Balances of foreign exchange imported into Germany at the time of entering that country and subsequently converted in whole or in part into Reichsmarks may, on leaving Germany, be converted into the original currencies, on production of a certificate of conversion into German currency issued by the bank which has changed the money. In the absence of such a certificate, the reconversion of the foreign currency is prohibited.

(4) On leaving Germany, unutilised balances of sums in Reichsmarks derived from the cashing of cheques in Register-marks or from blocked holdings may in no case be exported but must be paid in again to the bank concerned.

(c) RULES APPLICABLE TO TOURIST TRAFFIC BETWEEN GERMANY AND SWITZERLAND.

In order to maintain as far as possible the inflow of German tourists into Switzerland, the two States have concluded a new provisional Agreement applicable solely to October and November 1935, under which such tourists will retain their right to obtain, over and above the free limit of 10 RM., a sum not exceeding 500 RM. per head per month for their expenses in Switzerland.

The grant of such foreign exchange is accompanied by a number of formalities, an account of which may appropriately be given to show that, apart from the obstacles placed in the way of the tourist traffic by the restrictions on the granting of foreign exchange, the formalities with which tourists are required to comply also constitute a serious impediment to the international tourist traffic.

In consequence of the conclusion of this Agreement, the Reich Office for Foreign Exchange Administration issued an order to the following effect:<sup>1</sup>

The Agreement shall not apply to journeys undertaken for commercial purposes. Travellers are forbidden to avail themselves of the maximum authorised limit of 50 RM. as regards the export of German or foreign small change. Means of payment for travel purposes up to an amount not exceeding 500 RM.—over and above the normal free limit of 10 RM.—may be exported to Switzerland up to and including December 31st. The expression "means of payment for travel purposes" shall be taken to mean: travellers' letters of credit, travellers' cheques, Swiss postal travellers' cheques, accrediting documents, hotel credit vouchers and credit vouchers for the collective tours of groups or societies. Private persons taking private lodgings in Switzerland, who thus have few opportunities of using means of payment for travel purposes, shall be authorised to obtain an equivalent amount in Swiss francs without special authority from the Reich Office; such funds shall be placed at their disposal through the German Clearing Fund. Means of payment for travel purposes may be issued by the Central European Travel Bureau (Mittel-Europäisches Reisebüro) and its agencies, the official Travel Bureau of the Federal Railways, the station exchange bureaux of the German Bank of Commercial Credits and all foreign exchange banks—in each case in accordance with the usual practice of such institutions. The means of payment obtained must always represent amounts in francs capable of division or multiplication by five. The date of expiry of letters of credit, cheques and accrediting documents shall be December 31st at the latest. Hotel vouchers and credit vouchers for collective tours of groups or societies may be issued only in respect of holidays terminating on December 31st at the latest.

The payment of letters of credit, travellers' cheques and accrediting documents in Switzerland shall be effected as follows: the traveller shall receive from the Swiss Payments Office (a) an immediate payment of 50 francs in cash; (b) as to the balance, travel vouchers enabling him to purchase goods or services (purchase vouchers), together with a limited amount of cash (cash vouchers). Such vouchers may be used only by the person named on the cover of the book in which they are contained and shall be valid only if detached therefrom at the time of payment. The cash vouchers shall each represent a sum of 50 francs and purchase vouchers the sum of 5 francs.

*Cash vouchers.*—The traveller shall be entitled to the payment of a sum of 50 francs weekly in cash, including the first payment of 50 francs; the second payment, however, may not be made before the seventh day, the third not before the fourteenth day and the fourth not before the twenty-first day. Payment may be obtained from the accredited Swiss offices or from hotels; the amount shall be entered in the passport of the person concerned. Should payment not be obtained in cash, the person concerned shall be entitled to an equivalent amount of goods.

<sup>1</sup> These particulars are taken from the text of the German Order in application of the Agreement with Switzerland published in the *Frankfurter Zeitung* of October 11th, 1935.

*Purchase vouchers.*—Purchase vouchers may be used only for paying the bills of hotels and kindred undertakings, garages and filling stations, and for the purchase of tickets for travel by rail (in Switzerland only), on the vessels of the Swiss shipping companies or in the motor-coaches or mail-carriers of the Swiss postal authorities. Travellers shall also be entitled to cash at hotels such purchase vouchers as they may require for the payment of their day-to-day travel expenses, doctors' bills, fees for ski lessons, guides and similar expenses. In such cases, hotels may, if they desire, make out a second bill. Odd amounts representing the difference between the totals of bills and travel vouchers handed over in payment shall be paid in cash, provided always that the sums thus made up shall not exceed 5 francs. The Swiss offices authorised to accept purchase vouchers shall see that no delay is caused on this account.

The payment of travellers' letters of credit, travellers' cheques and accrediting documents at such offices shall continue after November 30th up to and including December 31st, 1935. Cash vouchers and purchase vouchers issued up to that date shall be taken in payment even subsequently.

Amounts in francs in excess of 12 francs obtained but not used, together with unused vouchers, shall be handed in by travellers, in return for a receipt, at one of the accredited offices, for the account of the Swiss National Bank. The equivalent amount in Reichsmarks, less postage, shall be sent to the traveller within four weeks after the return of the Swiss currency and vouchers to the office.

Apart from this sum of 12 francs, travellers shall be entitled to bring back with them into Germany an amount of small change not exceeding the free limit of 10 RM.

Persons desiring to prolong their stay in Switzerland beyond the end of October into November shall be authorised to obtain the necessary means of payment for this purpose before leaving Germany, the amounts provided being duly entered in their passports. The remittance of further means of payment shall not be authorised, though, in emergencies, authority may be applied for to the Foreign Exchange Office. Persons staying at Swiss health centres, etc., under official medical certificates may, as hitherto, have amounts not exceeding 700 RM. per person per month remitted to them in Switzerland in respect of October and November.

The provisions of the present circular shall be applicable only to travellers who have not obtained means of payment for travel for a period not exceeding three months in one calendar year. Nevertheless, the Foreign Exchange Offices shall be authorised to extend the present provisions to a further stay in Switzerland during October and November, provided that they are satisfied that the traveller is still regarded as a German citizen entitled to obtain foreign exchange and that he is extending his stay or paying a further visit to Switzerland for reasons of health. The proposal shall be accompanied by a certificate from a German State doctor. Should the traveller's health make it impossible for him to procure such a certificate, a certificate from a Swiss doctor shall be accepted as equivalent. The Foreign Exchange Offices may grant such authorisations only when the German Compensation Fund has confirmed that the amount acquired in francs is available.

Persons who are themselves, or whose parents are, German citizens entitled to obtain foreign exchange and who desire to attend Swiss educational establishments or vocational or technical schools, or to study at higher educational establishments, may obtain authority to export to Switzerland means of payment not exceeding the equivalent of 500 RM. per head per month over and above the free limit of 10 RM. An authorisation from the Foreign Exchange Office shall not be required for the consideration of applications for means of payment for travel purposes falling within the terms of general rules.

**(d) MAIN PROVISIONS OF THE AGREEMENT CONCLUDED IN JUNE 1935 BETWEEN GERMANY AND THE NETHERLANDS WITH A VIEW TO ALLOWING GERMAN TOURISTS TO VISIT THE NETHERLANDS.<sup>1</sup>**

This Agreement was put into force for the period June 20th to September 15th, 1935.

Its principal provisions may be summarised as follows :

The German Government authorised persons habitually domiciled in Germany who wish to make a stay in the Netherlands or to spend a holiday there to export with this object, over and above the free limit of 10 RM., a lump sum of 500 RM. per person per calendar month in the form of :

- (a) Travellers' letters of credit,
- (b) Travellers' cheques,
- (c) Hotel credit vouchers,
- (d) Credit vouchers for collective travel or of associations.

<sup>1</sup> Information communicated by the Secretary-General of the International Union of Official Organs for the Promotion of the Tourist Traffic at The Hague.

Nevertheless, the total monthly amount of the means of payment mentioned under (a) and (b) must not exceed 200 Dutch florins.

The Central European Travel Bureau (Mittel-Europaisches Reisebüro) is competent to issue the above-mentioned means of payment to tourists. It is provided, however, that the following total amounts shall not be exceeded :

- June 20th to July 31st : 400,000 florins ;
- August 1st to September 15th : 500,000 florins.

If these amounts prove insufficient, the two Governments have reserved for themselves the possibility of increasing them by 100,000 florins.

The means of payment issued to tourists must be modified in the tourists' passports in order that they may be employed only for the settlement of travelling expenses and the expenses of sojourn. The entry must mention :

- (a) The amount and nature of the means of payment ;
- (b) The month for which they are required ;
- (c) The office of issue ;
- (d) The words " Tourist Traffic with the Netherlands ".

On arrival in the Netherlands, the German tourist in possession of these means of payment may obtain from the competent Netherlands offices the sums necessary for the settlement of his various items of expenditure, as follows :

- A first instalment of a maximum sum of 100 florins immediately ;
- A second instalment not earlier than the sixth day after the first instalment.

Rules for execution very similar to those reproduced above for the Agreement concluded between Germany and Switzerland complete and further define the provisions of the German-Netherlands Agreement.

Lastly, the settlement of accounts between the two contracting parties is effected through the German Clearing Fund and the Netherlands Clearing Office out of a special " Tourist Traffic " account.

---

NOTE ON THE DIFFICULTIES CONNECTED WITH THE TRANSFER OF SUMS CLAIMED BY A CUSTOMS ADMINISTRATION IN THE CASE OF NON-DISCHARGED TRIPTYCHS.<sup>1</sup>

The working of the triptych system is based upon contracts concluded between the automobile clubs of the different countries, each automobile club having guaranteed *vis-à-vis* its Customs administration the payment of any Customs duties leviable on a vehicle imported temporarily into its country under a triptych or a Customs "*carnet de passages*".

When a motor vehicle has been imported under these conditions and has not been re-exported within the stipulated time-limit, the Customs administration claims the payment of duties from the automobile club of its country. That club is bound to pay the duties within a comparatively short time, and it applies to the corresponding club which issued the Customs paper to reimburse the sum it has advanced.

It frequently happens that the foreign clubs, in countries in which the export of currency is regulated, cannot refund the amount or can do so only after considerable delay. If there occur several cases of failure to re-export vehicles, the guarantor club finds itself under an obligation to advance large sums in a number of cases; it becomes as it were the banker of the corresponding clubs, and there are obviously limits to its power of making such advances.

The International Association of Recognised Automobile Clubs has for the past two years been seeking a remedy to a situation which is detrimental to the working of the triptych system—that is to say, to tourist motor traffic—which is one of the most active branches of tourist traffic. It endeavoured to organise an inter-club clearing fund, but was obliged to relinquish the attempt, as the big tourist importing countries—such as France and Switzerland, for example—are invariably creditors, while the countries with restrictions are generally debtors.

The International Association of Recognised Automobile Clubs has realised that the only remedy for this situation is to prevail upon countries with restrictions to make an exception for the transfer of sums demanded as Customs duties by a foreign Customs administration. It has already obtained some measure of success in Germany, where the authorities, although no decision of principle has been taken in the matter, have always granted exceptions for each individual case.

The International Association of Recognised Automobile Clubs ventures to suggest to the Committee of Experts on Tourist Traffic that it should devote attention to this somewhat special question.

---

<sup>1</sup> Presented by the International Association of Recognised Automobile Clubs.

Genève, le 29 avril 1936.

**SOCIÉTÉ DES NATIONS**

**COMITÉ ÉCONOMIQUE**

**ÉTUDES RELATIVES AU TOURISME CONSIDÉRÉ COMME FACTEUR DE  
L'ÉCONOMIE INTERNATIONALE.**

---

Dans les annexes, page 30:

chiffre 11. Norvège, lettre b), Visa:

Ajouter à la liste des pays nommés: Congo Belge, Bolivie, Brésil, Gibraltar, Inde, Malte et quelques pays sous mandat britannique, Chili, Chine, Colombie, Costa-Rica, Cuba, République Dominicaine, Equateur, États-Unis d'Amérique (seulement pour les émigrants), Liban, Guatémala, Haïti, Honduras, Irak, Iran, Libéria, Nicaragua, Panama, Paraguay, Pérou, les Colonies portugaises, Siam, Syrie, Union des Républiques soviétiques socialistes, Uruguay, Venezuela.

---

**LEAGUE OF NATIONS**

**ECONOMIC COMMITTEE**

**SURVEY OF TOURIST TRAFFIC CONSIDERED AS AN INTERNATIONAL  
ECONOMIC FACTOR.**

---

Annexes, page 29:

No. 12. Norway, (b) Visa.

Add to the list of countries mentioned: Bolivia, Brazil, Chile, China, Colombia, Belgian Congo, Costa Rica, Cuba, Dominican Republic, Ecuador, Gibraltar, Guatemala, Haiti, Honduras, India, Iran, Iraq, Lebanon, Liberia, Malta, Nicaragua, Panama, Paraguay, Peru, the Portuguese Colonies, Siam, Syria, Union of Soviet Socialist Republics, United States of America (only for emigrants), Uruguay, Venezuela, and certain countries under British mandate.

ANNEX VI.

SYSTEM OF MILEAGE TICKETS AS APPLIED IN SPAIN.

The Spanish railway companies issue, in the form of books of kilometric coupons, tickets which are strictly personal, which are numbered, and which contain the name, address and photograph of the holder. With these coupons, the holder can travel a given number of kilometres on the Spanish railways for a period which varies from three to twelve months.

The Spanish railways apply a special tariff (No. 109) to these tickets.

Under that tariff, kilometric tickets (first, second or third class) of various series can be obtained in the stations.

The first series allows travel for 3,000 kilometres, and is valid for three months ;

The second series allows travel for 4,000 kilometres and is valid for four months ;

The third series allows travel for 5,000 kilometres, and is valid for five months ;

The fourth series allows travel for 6,000 kilometres, and is valid for six months ;

The fifth series allows travel for 8,000 kilometres, and is valid for eight months ;

The sixth series allows travel for 10,000 kilometres, and is valid for ten months ;

The seventh series allows travel for 12,000 kilometres, and is valid for twelve months.

All coupons are marked with the number of the book containing them. Each is good for five kilometres (distances under five kilometres are reckoned as five kilometres) and each page of the book contains forty coupons (representing 200 kilometres).

The officials at the stations of departure detach the number of coupons corresponding to the distance to be travelled.

The kilometric tickets may be used under conditions which are clearly defined for travel by several persons.

So far as price is concerned, such tickets give distinct advantages—for instance, at present, a kilometric ticket of the fifth series (that is to say, 8,000 kilometres) costs 958.05 pesetas first class, 718.65 pesetas second class and 431.60 pesetas third class.

---