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Geneva, September 15th, 1934.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

**MARITIME TONNAGE
MEASUREMENT**

1

REPORT

TO THE

**ADVISORY AND TECHNICAL COMMITTEE FOR
COMMUNICATIONS AND TRANSIT**

BY THE

Chairman and the Rapporteur

OF THE

TECHNICAL COMMITTEE FOR MARITIME TONNAGE MEASUREMENT

ON THE

**Replies received from the Governments to the Circular Letter
forwarding the Results of the Technical Committee's Work**

Series of League of Nations Publications

VIII. TRANSIT ✓
1936. VIII. 1.

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**REPORT TO THE ADVISORY AND TECHNICAL COMMITTEE
FOR COMMUNICATIONS AND TRANSIT BY THE CHAIRMAN
AND THE RAPPORTEUR OF THE TECHNICAL COMMITTEE
FOR MARITIME TONNAGE MEASUREMENT ON THE REPLIES
RECEIVED FROM THE GOVERNMENTS TO THE CIRCULAR
LETTER FORWARDING THE RESULTS OF THE TECHNICAL
COMMITTEE'S WORK.**

In pursuance of a resolution adopted by the Advisory and Technical Committee at its eighteenth session, the Chairman and the Rapporteur of the Technical Committee for Maritime Tonnage Measurement (hereafter referred to as the Sub-Committee) met in Geneva from May 8th-15th, 1934.

The Sub-Committee carefully examined the replies received from the Governments to the Circular Letter by which the Secretary-General of the League of Nations had forwarded to them the draft Regulations (document C.176.M.65.1931.VIII), the Figures (document C.176(a).M.65(a).1931.VIII) and the Supplementary Report (document C.719.M.324.1931.VIII) prepared by the Technical Committee. The Sub-Committee noted that the following Governments declared themselves ready to accept the draft Regulations in their present form, or as a basis for discussion at a future Conference, without proposing any alterations: Canada, Cuba, Free City of Danzig, Egypt, Estonia, Finland, Hungary, Iraq, Mexico, New Zealand, Poland, Spain and Venezuela. The following Governments forwarded observations on the draft Regulations as a whole or on parts thereof: United Kingdom, Denmark, France, Germany, Iceland, Irish Free State, Italy, Japan, Norway, Netherlands, Sweden and Yugoslavia. These observations are reproduced in Annex 1 to the present report which is printed separately. The following Governments stated that they had no observations to make: Albania, Australia, India, Monaco, Siam and South Africa.

The comments which the Sub-Committee thought fit to make, along with the amendments to the draft Rules which it proposes as a result of the observations from the Governments, will be found below.

I. GENERAL OBSERVATIONS.

Germany.

The Sub-Committee notes that the German Government intends to make a communication to the Secretariat at a later date, after having communicated with the other parties to certain inter-State agreements on the subject.

United Kingdom.

The Sub-Committee appreciates the remarks in paragraphs 1 and 2 of the reply, but, since the work connected with the Load-Line Convention and the Convention on Safety at Sea has now been completed, it hopes that it will be possible for the competent officials to deal with this matter shortly.

In reply to paragraph 3, the Sub-Committee would point out that there are, in practice, even in those countries which use the so-called English method, many divergencies, both in the details of the rules and in the practice, resulting in differences in tonnage and consequently in dues to be paid which might cause undue hardship to the ships of certain nations. Such hardships would not necessarily be remedied by the system of bilateral agreements.

As regards paragraphs 4 and 5, the Sub-Committee is glad to note that, at present, the Government of the United Kingdom does not anticipate any important alteration in their regulations being necessary. The Sub-Committee, indeed, endeavoured, as far as possible, to draft the Regulations in conformity with the sound practice of the United Kingdom. It therefore hopes that the United Kingdom will seriously reconsider the possibility of some international agreement and regulations on this matter.

Denmark.

The Sub-Committee gathers from this reply that the Danish Government, while not regarding this question as an urgent one, would not nevertheless, should other Governments desire a general agreement, raise any serious objection.

Iceland.

As Iceland has associated itself with the point of view of the Danish Government, the Sub-Committee refers to its comments on the Danish Government's reply.

Italy.

The Sub-Committee, having considered the observations of the Italian Government on the Transitory Measures, did not feel in a position to propose any alterations, since they might involve considerable difficulties, possibly even some of a legal character. It was therefore decided to make no changes in the existing draft.

Japan and Norway.¹

The Sub-Committee regards it as important that the Suez and Panama Canal Authorities should be invited to any Conference which may discuss the proposed rules, and hopes that they will see their way to be represented at any such meeting. Any measure of uniformity that might be achieved would be very much more valuable should these Authorities find it possible to accede to it. The fact that the majority of sea-going ships, besides holding the national tonnage certificate, must be provided with special tonnage certificates for the said canals, prepared according to different systems, gives rise to considerable work for the tonnage authorities.

Japan.

The Japanese suggestions on the Transitory Measures are made conditional on the acceptance of the proposals made in their memorandum, and the Sub-Committee has not seen its way to accept these proposals for reasons which are explained later in detail.

The further question raised of possible bilateral agreements between countries is not one that the Sub-Committee can deal with. It would have to be provided for in international agreement.

Japan and Netherlands (Overseas Territories).

The Sub-Committee considered whether it would not be possible to obviate the difficulties to which attention has been drawn by the Government of the Netherlands Overseas Territories, and thought it desirable—in view also of the comments made by the Japanese Government on Article 2 of the draft Regulations—to propose that, in any future agreement, all vessels not having a gross tonnage of more than forty tons might perhaps be excluded.

Norway.

The Sub-Committee would have preferred to make the draft formulæ of measurement compulsory as suggested by Norway. Since, however, the Technical Committee had confined itself to suggesting that these formulæ might give useful guidance, the Sub-Committee did not see its way to propose that they should be made compulsory, leaving this question to be settled by a future agreement.

Sweden.

The Technical Committee has endeavoured to draw up regulations which should be as simple as possible, while providing for all reasonable possibilities. While appreciating the theoretical arguments in favour of the displacement tonnage system, the Sub-Committee, in view of the fact that this displacement tonnage has already been advocated without success in 1746 by the French admiral Bouguer in his "Traité du Navire", and, since then, on other numerous occasions, felt that it was not feasible to propose the introduction of such a system. Moreover, such a system would seriously disturb present conditions, and would therefore be unfavourably regarded, not only by Governments levying dues on shipping, but also by shipowners and dock and harbour authorities.

The proposed Regulations have already met with the approval of a number of Governments and authorities, and, in view of the circumstances, the Sub-Committee does not think it necessary to reopen these questions at the present time.

As regards uniformity, the Sub-Committee appreciates the general comment on the draft Regulations and is of opinion that a general agreement, even on a system which may not fully satisfy all parties concerned, could be considered as being the first step in the direction of improved rules generally satisfactory and based on modern principles.

The draft Regulations only apply to measurement of ships and not to the levying of dues. These Regulations do not necessarily apply to ships solely engaged in national traffic. This point will have to be considered elsewhere when a general agreement is discussed.

The points concerning the articles mentioned are dealt with later.

¹ The Norwegian Government sent in a provisional reply forwarding the observations of its technical authority, without stating whether it fully endorsed them.

Yugoslavia.

The first three points raised in the general observations seem to the Sub-Committee such as should be settled in the contemplated draft Agreement, but fall outside the terms of reference of the present Sub-Committee.

In the opinion of the Sub-Committee, points 4 and 5 have already been dealt with in the proposed Regulations.

With reference to open vessels, the Sub-Committee refers to the remarks of the Technical Committee on Maritime Tonnage Measurement under Rule IV in its report of October 23rd, 1928. Should the point be raised in any future discussion, there would not appear to be any serious objection to the suggestion made. It is intended that fishing-ships other than open should come under the draft Regulations.

II. DETAILED OBSERVATIONS ON THE ARTICLES OF THE DRAFT REGULATIONS.

Article 1.

France, Japan and Sweden.

The last paragraph of the article as printed in the draft Regulations seems to meet the French requirements, but, in order also to cover the objections on the part of Japan and Sweden, the proposed article was modified as follows :

The fifth line reads :

“ . . . the first time, shall be accompanied, if possible, by plans.”

Paragraphs A, B and C are deleted.

The word “ also ” is deleted in the last line of the last paragraph but one.

The last paragraph is deleted.

Article 2.

Japan.

(See General Observations, page 6.)

Article 3.

France.

On account of an observation from France, the following drafting amendments were made in the French text :

First line : The words “ A mesure ” are replaced by “ Au fur et à mesure ”.

Fifth line : The words “ les troisième à sixième parties ” are replaced by “ les parties III à VI ”.

Italy and Japan.

The formulæ have only been given as an indication (see Supplementary Report (document C.719.M.324.1931.VIII), page 4).

Article 4.

Sweden.

The comment on Article 3 appears to refer to Article 4. The Sub-Committee considered that the point raised is already covered by the draft.

Japan and Netherlands (Overseas Territories).

A new paragraph may be inserted to the effect that, in the case of small vessels, the local authority may issue a provisional certificate subject to checking by the central authority. Such certificates should be internationally recognised, provided that they be replaced within a certain period by a final certificate issued by the Central Authority.

Japan.

Double bottom.—The Sub-Committee regrets that, for practical reasons, it does not seem possible to meet the wishes of Japan.

Yugoslavia.

The Sub-Committee agrees that it may be useful to issue the tonnage certificates both in the national and in a widely used other language.

Article 5.

Norway.

First Paragraph.—In conformity with an observation from the Norwegian Authority, the Sub-Committee made the following modifications :

First line : After “ 63 ” insert “ and ”; delete “ 76(d) and 77 ”.

At the end of the *fourth line* add : “ The spaces referred to in Article 76(d) shall be marked in the same manner ”.

Sweden.

Second Paragraph.—Though the Sub-Committee fully appreciates the Swedish view, it feels that it would involve a large amount of work to tonnage surveyors all over the world, if they had to check from time to time whether the marking has been maintained. It, therefore, hesitates to propose an addition to the draft on the lines suggested by Sweden.

Article 6.

France, Italy, Japan and Norway.

§ I and § II (a).—It is agreed to insert a part of Article 33 in this article, since it also deals with the same principles. Consequently, II (a) should read as follows :

“ (a) When determining :

“ (1) *The common interval between the transverse sections* (see Article 21) ;

“ (2) *The common interval between the breadths in each transverse section* (see Article 33) ;

“ (3) *The common interval between breadths in double-bottom tanks* (see Article 45), *in 'tween decks* (see Article 48) *and in superstructures* (see Article 53).

“ If using feet.”

As it takes less time and is slightly more exact to multiply the number of cubic metres by 0.353 than to divide by 2.83, it is proposed to modify the draft to this effect. The method here proposed gives approximately the same results as the method proposed by Italy.

§ II (b), (4) and (6).—Further, “ (See Article 53) ” in II (b), (4), should be replaced by “ (See Article 54) ”, and “ (See Article 48) ” in II (b), (6), should be replaced by “ (See Article 49) ”.

Italy, Japan, Sweden and Yugoslavia.

§ II (b), (8).—The Sub-Committee considered once more the number of decimals to be applied and came to the conclusion that, when using metres, the number of decimals could be reduced by one in either case. This, however, should not apply to the common interval.

In the light of these observations, the Sub-Committee modified in paragraph II (b), (8), the *fifth and sixth lines on page 8* as follows :

“ If using metres, with two decimals, the second being increased by one if the third is 5 or more.”

Article 7.

France.

3.—On account of an observation made by the French Government, a drafting amendment was made in the French text :

3, *second line* : “ d'un bout à l'autre ” was replaced by “ d'un bord à l'autre ”.

The same correction was made in the first line of the relevant footnote.

(English text unchanged.)

Article 9.

France.

Third §.—The clause concerning the “ upper deck ” has been drawn up in accordance with that of the Load-Line Convention of 1930 (Annex I, Part I, Rule I). In this definition, it is indicated that tonnage openings not permanently closed should not be fitted in such a deck. Therefore, the definition of tonnage deck seems to be sufficiently clear, also in the case of ships having two decks.

Article 10.

Sweden.

The Sub-Committee considers the rule of the draft preferable but leaves the question open.

Article 12.

France.

In conformity with an observation made by the French Government, the word “ inférieur ” in the *second line of the French text* is replaced by “ intérieur ”, and the words “ du vaigrage ” in the *fifth line* are replaced by the words “ d'un vaigrage ”.

(The English text remains unchanged.)

Article 13.

Netherlands.

Second §.—In order to meet the Netherlands requirements, the Sub-Committee agrees to read in *second line*, instead of “ spacing of ”, the words “ space between ”.

(French text unchanged.)

Article 15.

Italy.

The adoption of the Italian proposal would introduce a principle unknown in most other countries and would complicate the work of tonnage surveyors without providing a corresponding advantage.

Articles 16 to 20, 22 to 24, 27, 33, 34, 37, 43 and 44.

Japan.

It is essential, for uniformity of tonnage, to give explicit rules concerning the actual measuring and these articles therefore cannot be dropped.

Article 17.

Yugoslavia.

In order to meet the wishes of Yugoslavia, the article was modified as follows :

Third line : After the word " beam " delete the word " is ", and insert " should, as a general rule, be ".

Sixth line (of the French text) : the word " mesure " was replaced by the word " mesurera ".
(English text unchanged.)

Seventh line (of the French text) : the word " représente " was replaced by the word " représentera ".
(English text unchanged.)

Article 18.

The following corrections were made :

Second line : replace " Article 9, paragraph 2 ", by " Article 10, paragraph 3 ".

Third line : insert the word " the " before " tonnage ".
(French text unchanged.)

Article 19.

France.

On the proposal of the French Government, the words " de ces deux parties " *in the last line but one of the French text* were replaced by the words " des deux parties ".

(English text unchanged.)

Article 21.

France.

A misprint in the French text was corrected : " Articles 21 " was replaced by " Article 21 ".

Articles 21, 32, 42, 53a and 73.

Japan.

The Sub-Committee first considered the rule proposed by Japan, but abandoned it because of the difficulties that would arise if a ship, having been measured according to certain units of length, had to be remeasured afterwards in another country where other units of length are in use.

Article 22.

France.

Considering the fact that, in the case indicated, extra sections are used instead of the regular section, the area of which could not be ascertained by direct measurement, the Sub-Committee did not think it advisable to strike out the word " subsidiary ".

Article 24.

Italy.

The Sub-Committee agrees with the observation of the Italian Government and decides to replace the word " measured " *in the third line* by " determined ".

Article 25.

Yugoslavia.

It seems to the Sub-Committee that there is some misunderstanding and it desires to point out that the spaces shown in Figures 30 and 31¹ between the ceiling and the tank-top are supposed to be occupied by wooden grounds and air-spaces.

Article 26.

Sweden.

(a) *General.*—The Sub-Committee sees no reason for changing the draft on account of the Swedish remark. It is to be understood that the draft has been arrived at after very long discussions and careful consideration by the Technical Committee.

¹ See document C.176(a).M.65(a).1931.VIII.

France.

(a) 2.—The Sub-Committee does not think it superfluous to maintain the draft as it stands, in order to prevent as far as possible the introduction of special constructions exclusively made with a view to decreasing the tonnage depth and, therefore, cannot agree with the proposal to delete this provision.

Italy.

(a) 3.—If the depth of the longitudinal girders exceeds what is strictly necessary for access, the tonnage depth is to be taken to the top of floors, but it was not thought necessary to give a special indication to this effect, as it seems clear enough as it now stands.

Norway.

(a) 4 and 5.—The Norwegian proposal to use the wording " open floors " instead of " skeleton floors " is not accepted.

France.

(a) 5.—The remark of the French Government results from a mistake in the French draft, which was corrected as follows :

§ 5, *second line* : " d'une très grande hauteur " is replaced by " d'une hauteur anormale ".

Japan.

(a) 5.—The Japanese observation has been noted, but the Sub-Committee does not find any reason for amending the draft.

As to the second point raised, it is not clear exactly what construction the Japanese Government has in mind and, since in any case this only refers to exceptional cases, the Sub-Committee does not think it necessary to alter the draft.

Yugoslavia.

(a) 5, 6 and 8.—With regard to the comments of the Yugoslav Government, the Sub-Committee desires to point out that Figures 18, 20 and 21¹ exclusively relate to floors without a double-bottom.

With regard to the construction of a double-bottom according to Figure 19, the Sub-Committee is of opinion that both the figure and the paragraphs of the article relating thereto should be left unaltered. Difficulties with regard to measurement are not anticipated.

Italy.

(a) 10.—It is thought that the Italian requirements are sufficiently covered by the draft, seeing that the regulations for strength and safety should be interpreted in a wide sense.

Yugoslavia.

(a) 10.—As to the Yugoslav remark, the Sub-Committee thinks that the definition is satisfactory. The question might, however, be left open and decided by international agreements.

Japan and Sweden.

(b).—In the case indicated by Figure 25¹ the result of the Japanese and Swedish proposals would be the exemption from measurement of part of the peaks which might be available for stores, cargo or fuel; and is, therefore, not acceptable.

Article 27.

Italy.

Last §.—While recognising that the Italian observations are justified to a certain extent, the Sub-Committee did not find that the advantages that would accrue from the proposed amendment would outweigh the disadvantages.

Article 29.

Sweden.

§ 2.—The Sub-Committee agrees in substance, but thinks it unnecessary to make an express provision to this effect in the Regulations.

¹ See document C.176(a).M.65(a).1931.VIII.

Article 33.

Norway, Sweden and Yugoslavia.

As already stated in the observations on Article 6, the second phrase of Article 33: "The common interval is calculated . . . fifth decimal", was deleted.

France.

In conformity with an observation made by the French Government, a drafting amendment was made in the footnote in the French text:

Second line: "d'un vaigrage" was replaced by "un vaigrage".
(English text unchanged.)

Article 34.

Sweden.

The Sub-Committee is not of opinion that it is necessary to add more detailed regulations as to the method of measurement. If the Swedish Government thinks it advisable that such regulations be added, it would be appreciated if they would indicate more precisely what they desire.

Article 35.

Sweden.

The present wording appears to cover the case referred to by Sweden.

Article 36.

Japan.

This article is not intended to apply to the "stern-tube bossing". The cubic capacity of such bossing should be ascertained separately and included in the under-deck tonnage.

Sweden.

A definite rule cannot be laid down as the position of the assumed line depends on the curvature of the ship's sides; therefore, each case should be dealt with on its merits.

Article 37.

Italy.

The method explained in Article 37 is the only one which is practised to the knowledge of the Sub-Committee. If, however, the method indicated by the Italian Government was used, the result would be practically the same.

Article 38.

Italy.

§ 2.—The method suggested in the Italian remark is that hitherto employed in the British system for ships with a double-bottom. The rule laid down in the draft was chosen as being simpler and easier to apply in practice.

Yugoslavia.

§ 2.—This comment appears to be based on a misunderstanding. Fig. 58¹ indicates that the lowest breadth should be measured on top of ceiling between the points where the curve commences, which seems to meet the wishes of the Yugoslav Government.

Article 40.

France.

In conformity with an observation made by the French Government, a misprint in the French text was corrected—i.e., the word "quant" was replaced by the word "quand" in the first line.

Article 41.

Norway.

First §.—In view of certain comments made by the Norwegian Authority, the following modifications were made in the wording of the first sentence:

The word "calculated" was replaced by "ascertained" in the first line, and after "transverse section", same line, the words "at its correct position" were inserted.

Japan and Yugoslavia.

Second §.—In conformity with observations made by the Japanese and Yugoslav Governments, the last sentence of the second paragraph was amended as follows:

After "by dividing the number of cubic feet by 100" delete "or by dividing the number of cubic metres by 2.83". Put a full stop after "100" and add:

"If cubic metres are employed, these shall be converted into register tons by multiplying by 0.353."

¹ See document C.176(a).M.65(a).1931.VIII.

Article 42.

Japan.

(b).¹—Refused under 26 and also here.

(1).¹—Refused as contrary to the general principle and involving practical difficulties particularly as the limit suggested is an arbitrary one.

(2).¹—This seems impracticable, as the method proposed would result in many cases in a considerable difference in under-deck tonnage as compared with that obtained by the common practice in the vast majority of cases.

Italy, Japan, Sweden and Yugoslavia.

Second §.—It is agreed by the Sub-Committee that the comments from four countries on this point are not without foundation. The Sub-Committee did not, however, feel that it was in a position to propose a new draft on a point such as this, which might involve certain complications. It has been suggested that, should the length of the slopes exceed a certain fixed percentage of the tonnage length the under-deck tonnage might be ascertained without measuring in parts and that the results would not be unduly modified by such a procedure.

Article 43.

Norway.

In conformity with an observation made by the Norwegian Authority, the word " au-dessous " in the *first line of the last paragraph*, was replaced by " au-dessus ".

(English text unchanged.)

Article 44.

Italy and Yugoslavia.

The draft merely gives an example and countries are left free to prescribe which exact method should be used.

Norway.

§ 2 (a).—After discussion, the Sub-Committee decided not to accept the Norwegian proposal.

§ 4.—The Sub-Committee retained this observation and replaced the words " on prend " in the *first line of the second paragraph*, by " il conviendrait de prendre ".

(English text unchanged.)

Article 45.

The following misprints were corrected :

Third line : " (see Article 70) " was replaced by " (see Article 71) ".

Fourth line : " 15.25 metres " was replaced by " 15.24 metres ".

§ 6.—As a consequence of the alteration made in Article 41 (conversion of cubic metres into register tons), the Sub-Committee modified the *two last lines* of this paragraph to read as follows :

" The capacity in register tons is obtained by dividing the number of cubic feet by 100 or by multiplying the number of cubic metres by 0.353."

Japan and Sweden.

It is understood that, in some ports and canals, dues are levied on double-bottoms when available for carriage of cargo, stores or fuel, and, therefore, it would be undesirable to omit measuring double-bottom spaces.

Yugoslavia.

In conformity with an observation made by the Yugoslav Government, the *first sentence of the third paragraph of the French text* was amended as follows :

" La longueur de chaque compartiment est mesurée entre les varangues extrêmes. "
(English text unchanged.)

Article 46.

Yugoslavia.

The point raised by the Yugoslav Government is covered by Article 48.

¹ These paragraphs refer to subdivisions in the Japanese observations.

Article 48.

Norway.

Method 1 (c).—The following footnote should be added after “overhead” in the *third line from below* :

“If the lower deck ends at the sternpost or in the neighbourhood thereof, the height at the sternpost shall be taken as representing the height of the after part.”

Yugoslavia.

Method 3 (a).—Fig. 74¹ is only a diagram and does not represent half the deck. The ordinates Y indicate the breadths measured.

The proposed correction, which seems to be meant for Fig. 73 (not 75) is thought to be superfluous. As regards the observation on Fig. 74, see reply above. The suggestion in the last paragraph also seems superfluous in view of Article 49.

Article 49.

Norway.

In consequence of the corrections made to Article 48, the Norwegian amendment was judged to be no longer necessary.

Article 50.

Sweden.

The Sub-Committee was of opinion that the definition of a permanent superstructure must be left to the surveyors of each country, as an international definition would be too complicated—e.g., when taking into account the different cases which might arise in respect of small primitive ships.

Yugoslavia.

Fourth line : Substitute for “Article 58”, “Articles 57 and 58”, in order to meet the remark.

Article 51.

Sweden.

This must also be left to the surveyors. No berths, banks, tables, etc., should be provided.

Article 53.

The following error was corrected in the English text :

§ 2, *fifth line* : Read “Length 1” instead of “Length”.
(French text unchanged.)

Sweden.

§ 1.—The normal distance will generally be regarded to be between 2 and 3 feet, but tonnage surveyors are naturally expected to exercise their discretion in this matter.

The method indicated in Article 53 for measuring the height of superstructures is in full agreement with that given for the measurement of the height of 'tween-deck spaces in Article 48.

Norway.

§ 2.—To meet the Norwegian observation, footnote¹ was inserted after the word “lengths” at the end of § 2.—This footnote reads as follows :

“See footnote to Article 48.”

Japan.

§ 3.—To meet the Japanese observation, footnote² was inserted after the words “of the present article” at the end of the *second paragraph* of § 3. This footnote reads as follows :

“In the case of a superstructure having the same breadth at all points of its length, it is sufficient to measure only one breadth.”

Article 54.

Norway.

The Sub-Committee considered the first observation made by the Norwegian Authority, but did not think it necessary for the moment to make any change in the draft. With regard to the last paragraph of the Norwegian observations, the Sub-Committee decided to make the following drafting amendments :

Seventh line on page 32 : Replace the words in parentheses “(i.e., in this case . . .)” by “(i.e., in general . . .)”.

Paragraph 2 : Add, at the end of the *first line*, the words “footnote to paragraph 3 and”.

¹ See document C.176(a).M.65(a).1931.VIII.

Article 55.

Japan.

First §.—The Sub-Committee thought it better not to grant this exemption, as it might lead to misuse.

Italy.

Second §.—This amendment is considered as superfluous as it is already the common practice to regard the hatchways referred to by Italy as ordinary cargo hatchways.

Article 56.

Sweden.

In the opinion of the Sub-Committee, Article 56 is sufficiently explicit.

Article 57.

The following misprints were corrected :

Paragraph 1, third line : “ Article 74 ” was replaced by “ Article 77 ”.

Further in the English text, a double space was inserted at the end of the paragraph 7 finishing with the words “ (see Fig. 87) ”, so as to indicate that the said paragraph ends with these words.

France.

§ 2.—If machinery is fitted in these places, exemption is provided for in paragraph 2 of Article 57, whether the ship is a passenger ship or not. In no other case may exemption from gross tonnage be granted under the proposed rules.

Sweden.

§ 2 and 4.—The observation is logical, but the text reflects the historical development and corresponds to the practice of the majority of maritime countries.

Italy.

§ 4.—The Sub-Committee is of opinion that the space mentioned by the Italian Government is included in the space referred to under 4. Moreover, in a large passenger liner, a considerable part of this space may be exempted under paragraph 2. The Sub-Committee, therefore, does not think it necessary to amend the text.

§ 7.— There seems to be no reason for adding these spaces to the exemptions already granted under the proposed rules, but in so far as they are appropriated to and used exclusively by the master and crew, they are to be deducted under the provisions of Articles 61 and 62.

Irish Free State.

§ 7, paragraph 2.—The Sub-Committee considers that the definition proposed by the Irish Free State would be still more arbitrary. Each case should be dealt with on its merits.

Norway.

Following a suggestion made by the Norwegian Authority, the words “ of the spaces referred to in paragraphs 2 to 7 ” were inserted after the word “ measurements ” in the *fourth sub-paragraph, on page 34 (of the English text)*.

Article 58.

The following misprints were corrected in the French text :

First paragraph, fifth line : The words “ de tels espaces ” were replaced by “ ces espaces ”.

II (a), 2, first line : “ S'il est demandé ” were replaced by “ si l'on demande ”.

II (c), 3, last line : “ (voir figure 85) ” were replaced by “ (voir figure 97) ”.

(English text correct.)

Taking into account a practice accepted by certain countries (United Kingdom, Netherlands, Norway and Sweden), the Sub-Committee *decided* to *add* the following footnote after the word “ shifting-boards ” in *II (c) 2* : “ Instead of wooden boards, panels made of steel channel-bars may be used.”

Japan.

II (a).—The Sub-Committee, although realising that the proposed system may involve certain anomalies, still does not see its way to make any other proposal, since it is impossible to provide for every possible contingency. If, however, some Government or other authority wishes to levy dues on open spaces, nevertheless the proposed system may be used, since the proposed formulæ for tonnage certificates indicate the tonnage of all open spaces and all necessary details.

Sweden and Netherlands.

II (a).—The Sub-Committee, having considered the Netherlands and Swedish observations concerning II, came to the conclusion that it would be advisable to return to the common practice in most countries, and therefore to *delete the end of the paragraph* beginning with “but in no case”.

Italy.

II (b).—The Sub-Committee has noted with interest the Italian Government's proposal, but finds difficulty in expressing a definite opinion in the absence of details and figures.

Norway.

II (b), 2.—The Sub-Committee, on account of an observation from the Norwegian Authority, *deleted* the word “closed” in the *first line* of (b) 2.

II (c), 1 (i).—The Sub-Committee proposes to *delete* “minimum” and *add* “at most” after “0.610 metre”.

II (c), 1 (ii).—The following phrase is *added* at the *end of the paragraph* :

“If a coaming is fitted, its height shall not exceed 2 feet, or 0.610 metre at most.”

II (c), 2.—The Sub-Committee, in view of the fact that, in the majority of countries it is not permitted to close tonnage openings and bulkheads by shifting-boards together with loose plates, did not see its way to meet this recommendation.

France.

II (c), 3.—On account of a proposal made by the French Government, the word “d'hiloires” was replaced by “de seuils” in the *fourth line*; in the relevant *footnote*, the word “hiloires” was replaced by “seuils”.

Norway and Sweden.

II (c), 4.—The Sub-Committee, while realising the reasons for the objection made by the Norwegian Authority and the Swedish Government does not see its way, under present circumstances, to propose any alteration in the present rule.

Sweden.

II (c), 5.—The Sub-Committee, while realising that some small difficulties may arise as a result of the rule laid down in this paragraph, does not think it advisable to propose any alteration in the text.

Norway.

II (d).—On account of an observation made by the Norwegian Authority, the French text was completed by the following paragraph :

“*d*) Dispositions générales.

“1. Toutes les ouvertures de tonnage en raison desquelles il est réclamé une exemption de jauge brute devront être situées de manière à être exposées aux intempéries et à la mer.

“2. Les dimensions des ouvertures de tonnage susmentionnées servent à calculer l'aire minimum dégagée d'une ouverture; par conséquent, la longueur minimum doit exister sur toute la largeur minimum (voir figure 100) ou la hauteur minimum sur toute la longueur minimum (voir figures 92 et 93).

“3. En déterminant les dimensions des ouvertures de tonnage, on tiendra compte des barres, chandeliers, crapaudines, etc., qui font saillie, car ils diminuent l'aire dégagée de ces ouvertures. Toutefois, dans le cas des ouvertures latérales, les pannes des membrures d'attache au bordé peuvent empiéter sur la surface libre des ouvertures (voir figures 92 et 93).”

(The French version was thus brought into harmony with the English text.)

Sweden.

II (d), 1.—The Sub-Committee realises that the observation is logically justified, but the generally admitted interpretation is that these openings are regarded as open to weather and sea.

Japan.

Article 59.

Same reply as to Article 58.

Article 60.

Japan and Sweden.

The Sub-Committee reconsidered this article in the light of the observations made by the Japanese and Swedish Governments and came to the conclusion that *both the footnote and paragraph 2 should be deleted* and the matters in question be left to the national legislation.

Sweden.

It is naturally understood that Article 60 does not affect any country's right to issue special orders in respect of inland navigation or its national coasting trade.

Articles 61 and 62 (general).

Japan.

Third § of Article 61 and Fifth § of Article 62.—The term "adjacent" should be read in the light of the footnote. Therefore, a change in the wording of this article does not seem necessary.

Sweden.

Second § of Article 61 and Fourth § of Article 62.—If the vessel is not to be regarded as a passenger ship within the meaning of Article 64, saloons may, in general, be regarded as officers' mess-rooms, unless there are already separate mess-rooms for officers and for engineers on board the ship.

Article 61.

France.

First §.—The Sub-Committee, after considering the French proposal, was of opinion that the present text of this article is less liable to misuse than that suggested.

Norway.

Third §.—In conformity with an observation made by the Norwegian Authority, the Sub-Committee *deleted* "and" before "bathroom" and *added* "an office and wardrobes".

Article 62.

Norway.

In conformity with an observation made by the Norwegian Authority, the Sub-Committee *deleted* "intended" before "voyage" in the *third line of the second paragraph*, and put "wardrobe" in plural in the *second line of the fourth paragraph*. It further placed a footnote after "pursers" in the *third line of the last paragraph*. This footnote reads as follows: "Or officers acting as such".

Italy.

The comment is not clear, since the point would appear to be covered by Article 63.

Article 63.

The following misprints were corrected in the French text:

Second paragraph, seventh line: The words "(voir figure 103)" were replaced by "(voir figure 102)".

Second paragraph, tenth line: The words "(voir figure 104)" were replaced by "(voir figure 103)".

Sweden.

The Sub-Committee was of the opinion that the observations made by the Swedish Government with regard to spaces used for heating, lighting and ventilation of crew spaces are covered by Article 57, paragraphs 2 and 5, and by the first two lines of Article 62. The observation concerning fresh-water tanks and sanitary tanks is not quite clear to the Sub-Committee. It seems to the Sub-Committee that the point raised concerning fresh-water tanks is covered by the third paragraph.

Norway.

First §.—In conformity with an observation made by the Norwegian Authority, the Sub-Committee decided to *add*, in the *first paragraph*, after "cargo ship", "a medicine locker and,".

Italy.

Second §.—Since the Technical Committee arrived at this draft, which gives references to figures, after very long and careful consideration, and since Italy has no objection to the principle, the Sub-Committee sees no reason for a change.

Norway.

Second §.—The Sub-Committee, while understanding the reasons for the observation, does not consider it possible to accept the Norwegian suggestion.

Yugoslavia.

Second §.—In the opinion of the Sub-Committee, the Yugoslav observation is met by the draft.

Japan.

Third §.—Same reply as to Norway, under second §.

Article 64.

First §.—The Sub-Committee, realising that several nations desire a somewhat more liberal conception as to the number of spare berths which might be available in a cargo ship, proposes to make a small amendment in the first paragraph to the draft to this effect. This paragraph should therefore read as follows :

“ Spare rooms shall not be deducted. The existence, however, of two spare rooms for the use, *e.g.*, of pilots or extra officers will not be considered as rendering the ship a passenger ship, on condition that the said spare rooms are fitted with not more than four berths in all, including sofa-berths. ”

Japan and Italy.

General.—The Sub-Committee does not see its way to accept the suggestion that a ship shall be considered as a passenger ship if it carries more than twelve passengers, and considers that the definition of a passenger ship need not necessarily be the same in two conventions of different scope. It is pointed out that, in order to make the rules more elastic, the number of spare rooms has been increased to two.

Italy.

The point raised in the last paragraph but one of the Italian observations seems to be covered, since the word “ intended ” has been deleted in paragraph 2 of Article 62.

Norway.

Second paragraph.—The word “ provision-room ” has been *inserted* after “ bakery ” in the *second line*, to meet the suggestion made by the Norwegian Authority.

The answer to the second point raised by Norway is in the affirmative if the conditions laid down in the second paragraph of Article 64, the first paragraph of Article 62 and the third paragraph of Article 63, are complied with.

Article 65.

The following misprints were corrected in the English text :

First paragraph, first line : read “ shall,” not “ shalls ”.

First paragraph, second line : read “ spaces ” not “ space,”.

(French text unchanged.)

France.

Second §.—On account of an observation made by the French Government, the words “ se composent de ” in the *second line of the second paragraph* were replaced by “ sont les suivants ”.
(English text unchanged.)

Article 66.

France.

First paragraph.—Same reply as under Article 61.

Article 67.

Italy.

Second paragraph.—In the opinion of the Sub-Committee, the point raised by the Italian Government is covered by Article 79 in the case mentioned by this Government—*i.e.*, if a donkey-boiler is used for heating fuel-oil, it should be considered as part of the propelling machinery.

France.

Last paragraph, second line.—The “above conditions” was deliberately put in the plural because it was intended to apply to all the conditions laid down in Article 67 and not only to the preceding sentence.

Article 68.

Japan and Norway.

General.—The Sub-Committee is of opinion that some maximum should be fixed in order to prevent misuse. In the case of large ships, however, while maintaining the percentage of gross tonnage laid down, the Sub-Committee is of opinion that a more liberal allowance in tons than is actually stated in the draft Regulations may perhaps be given.

France.

First §.—On account of an observation made by the French Government under Article 78, the following addition was made in the *first paragraph, third line*: after the words “cargo pumps” the following words were *added*: “or transfer pumps for liquid fuel situated outside the boundaries of the propelling machinery space”, and the word “all” was *inserted* after the word “provided” in the same line.

Article 69.

Italy.

Third §.—In conformity with an observation made by the Italian Government, the word “store” in the *first line of the third paragraph*, was put in plural.

Last §.—In order to make the text clearer, the Sub-Committee further decided to insert, after the words “fishing and hunting ships” in the *first line of the last paragraph*, the words: “(e.g., whalers and sealers)”.

Article 70.

The following misprint in the English text was corrected:

Paragraph 3, last line: Replace “Article 68” by “Article 69”.
(French text unchanged.)

Japan.

Paragraph 2.—The draft being already more liberal than the general practice, there does not seem to be any reason for altering it.

Article 71.

Italy, Japan, Norway and Sweden.

In view of the objections raised by certain countries, the Sub-Committee considers that limits for the deduction for water-ballast tanks might be less strict, but does not feel justified in making any definite proposal.

Sweden.

Second paragraph.—In the opinion of the Sub-Committee, experience has shown that the provision concerning an application in writing from the owner is likely to prevent misuse.

France and Italy.

Ad (a).—There is a mistake in the French version; the *last line of Ad (a)* should read: “les membrures à la hauteur du plafond des water-ballasts”.
(English text correct.)

Japan and Sweden.

Ad (a) and Ad (b).—The Sub-Committee decided not to accept the suggestions of the Japanese and Swedish Governments, since some indications as to the spaces to be dealt with need to be given.

Italy.

Ad (b).—While realising the reasons for the Italian comments on this point, the Sub-Committee, for practical reasons, does not think it advisable to alter the draft.

Norway.

Ad (b) and Ad (c).—On account of the suggestion made by the Norwegian Authority, the words “or oil for motor cooling, water” were *added* after the *third line* in *Ad (b)*, and in *Ad (c)*, *third paragraph*, the words “or oil” were *added* after “for water” and “water for” after “cooling.”.

Italy and Sweden.

Ad (c).—In the light of the observations made, the Sub-Committee altered paragraph 1, *Ad (c)* to read:

“ The manholes shall have an area not exceeding 2.5 square feet or 0.255 square metre ”.

As concerns the addition proposed by the Italian Government at the end of *Ad (c)*, the case seems to be covered by paragraph (c).

Italy.

Ad (c), second paragraph.—The Sub-Committee carefully considered and discussed the Italian proposal as to coffer-dams, but finally came to the conclusion that it was not advisable to alter the proposed regulations.

Netherlands and Norway.

The Sub-Committee thought it advisable to *replace* the graph on page 47 by a table (see Annex 2).

Article 73.

The following misprint was corrected in the *second line* (English and French versions) : instead of “ Articles 61 to 64 ”, read “ Articles 61 to 63 ”.

Italy.

First paragraph.—Though theoretically logical, the adoption of the Italian proposal would be contrary to the common practice.

Sweden.

First paragraph.—The Swedish comment on the first paragraph is not understood by the Sub-Committee as, in its opinion, the case raised is covered by Article 72 and the first paragraph of Article 73.

Yugoslavia.

First paragraph.—In the light of the Yugoslav observations, the first paragraph of Article 73 was amended as follows: *insert* in the *seventh line*, after the words “ frames and ”, the words “ if the space involved has a bulkhead in common with a superstructure of which it forms part, to the inner edges ”. (Figure 106 is amended accordingly.) (See Annex 3.)

As to the remark concerning the limitation of water-ballast spaces, the Sub-Committee refers to the reply under Article 71, first paragraph.

Article 75.

Italy.

The Sub-Committee considers that the latitude requested by the Italian Government, if granted, might place the authorities in an awkward position and, therefore, prefers to maintain the draft.

Footnote to paragraph 3.—In order to meet the remark on note 2, the word “ special ” has been *inserted* before “ fire-pump ” in this footnote.

Japan, Sweden and Yugoslavia.

For the reasons given on pages 19 and 20 of the main report,¹ the Sub-Committee considered that no change is advisable.

Japan.

Paragraph 3.—The Sub-Committee, while realising that, logically, the present traditional system gives rise to objection, does not see its way to alter the draft.

Article 76.

The following misprint was corrected:

Ad (a), (b) and (c), second paragraph, last line: The words “ (see Figs. 98 and 99) ” were replaced by “ (see Figs. 108 and 109) ”.

Italy.

First §.—In the light of an observation from Italy, the Sub-Committee decided to replace “ may include ” by “ includes ” in the *first line*.

¹ Document C.138.M.31.1928.VIII.

Japan.

(d).—In view of the opinion taken by the Sub-Committee with regard to the principle for deduction for propelling-machinery space, it does not seem possible to accept the Japanese suggestion.

Article 78.

Italy and Netherlands.

The Sub-Committee decided to *add* " main " before " boilers " in A (3).

A (6) (a).—The Sub-Committee, while realising that A (6) (a) gives rise to certain difficulties in practice and should be reconsidered later, does not feel that it should make any other proposal for alteration than the *deletion* of the following words in parentheses: "(not including motor ships with internal combustion machinery)".

Japan.

A (6) (a).—The Japanese comment seems to be based on a misunderstanding, since " settling-tanks " and " tanks for lubricating oil " are distinctly different.

France.

A (6) (n).—An addition was made to Article 68 in order to meet the French point.

Sweden.

B.—The Sub-Committee, considering the fact that this article was drafted with the full approval of the Technical Committee and provides useful guidance to surveyors, sees no reason to alter the draft.

Article 80.

On page 53 of the English text, *fourth paragraph, last line but one*, the following misprint was corrected:

Read: " amidships " instead of " admidships ".

The following further misprint was corrected:

End of first paragraph of paragraph (3): Read " (see Figures III and II8) ", instead of " (see Figures IIO and II8) ".

(French text correct.)

Article 81.

Yugoslavia.

General.—In view of the opinion taken by the Sub-Committee with regard to the principle for deduction for propelling-machinery space, it does not seem possible to accept the Yugoslav suggestion.

Japan.

(a) (1).—The Sub-Committee thinks that no great objection can be raised against the Japanese observation, which is compatible with the present wording of the article.

France.

(a) (5).—The Sub-Committee does not share the French Government's views on the danger that would arise out of the exception referred to, but the setting up of an international body exceeds its competence.

Sweden.

(b) (4).—If this remark is correctly understood, it relates to paragraph (b) (4), and if such is the case, it may be observed that a platform in an escape trunk will not influence the inclusion of such trunks in the propelling-machinery space.

Norway.

(c) (2).—The question of the inclusion in the gross tonnage of the portions of the spaces referred to in (c) (2) which do not fulfil the requirements of (c) (2) (i) and (ii) had been raised, but the Sub-Committee did not feel that it could make any concrete proposal in the matter.

Article 82.

Yugoslavia.

While realising that there are certain mathematical considerations in favour of the method proposed by the Yugoslav Government, the Sub-Committee does not consider that the draft should be altered, as it implies fewer calculations and gives approximately the same result.

In order to make the draft clearer, the Sub-Committee decided to *add* the word “ arithmetic ” before “ mean ” in the *first line of the last paragraph*.

Article 83.

France and Norway.

In view of the observations made, certain figures in the tables (pages 57-59) were corrected (see Annex 4).

Japan.

(See answer to Article 75.)

Article 90.

Japan.

General.—As to the registered dimensions, the Sub-Committee was well aware of the fact that several proposals of almost equal value could be made, but, after consideration, did not think it necessary to alter the draft.

France.

Paragraph 3.—With regard to the French remark on the depth, the following error in the French version has been corrected in order to bring it into harmony with the English text :

Last line : After the word “ tôles ”, read “ ou des planches du bordé (voir figure 129) ”.

Tables I B, II A, II B, III A, III B, IV A, IV B and Examples for Application.

The Sub-Committee made certain corrections and additions to the above tables (see Annex 5).

Table V B.

France.

The Sub-Committee considers that, for practical reasons, the table should be maintained as it stands, as countries using the English unit of length are accustomed to use twentieths of feet when measuring ships.

FIGURES ANNEXED TO THE DRAFT REGULATIONS.

The Sub-Committee noted the remarks made by the French Government as well as by the Norwegian Authority with regard to the Figures, and instructed the Secretariat to take them into account in view of a future edition.

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ANNEX 1.

[Published separately.]

ANNEX 2.

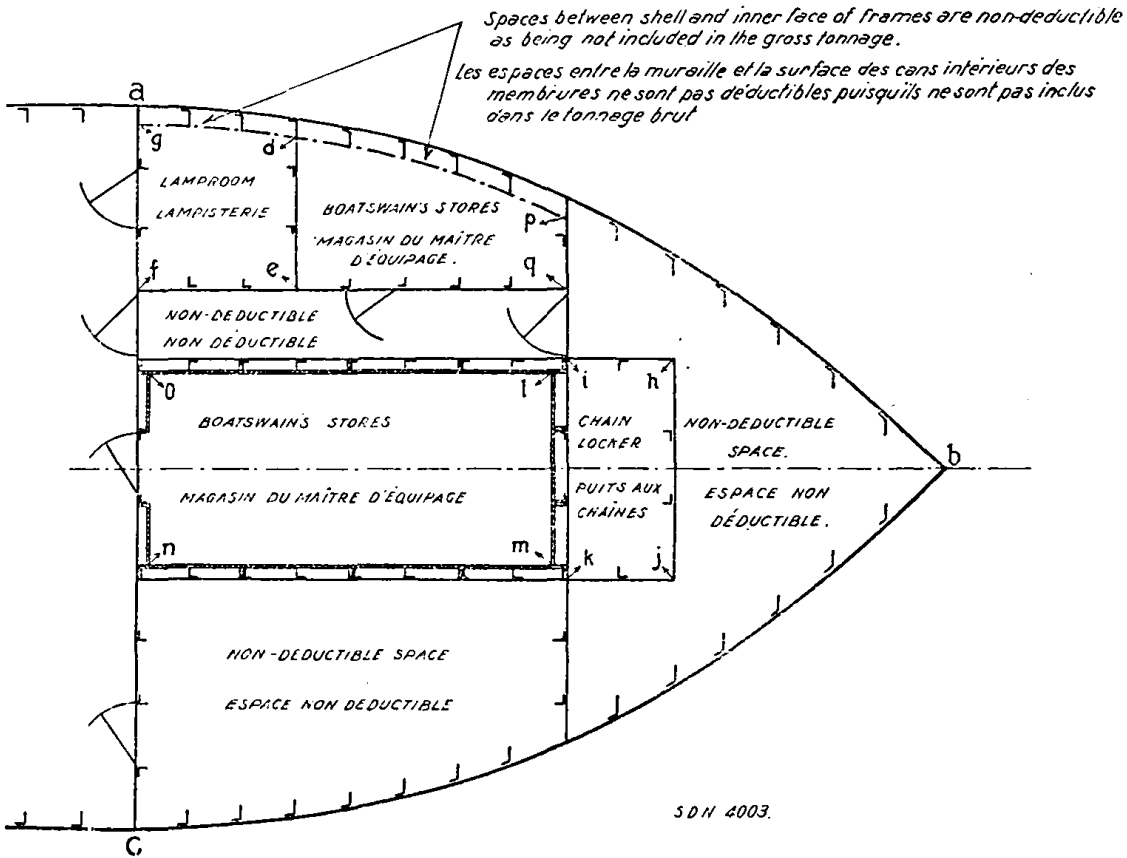
TABLE REPLACING THE GRAPH (PAGE 47 OF THE DRAFT REGULATIONS) INDICATING THE MAXIMUM ALLOWANCE FOR WATER-BALLAST AS PERCENTAGE OF GROSS TONNAGE (WHICH OUGHT TO BE REVISED IN A MORE LIBERAL WAY ACCORDING TO THE OPINION OF THE SUB-COMMITTEE).

The spaces available for water-ballast which are to be taken into account include the double-bottom compartments.

Gross tonnage	Percentage	Gross tonnage	Percentage	Gross tonnage	Percentage	Gross tonnage	Percentage
1,000	17.00	3,300	14.17	6,200	11.49	10,800	8.44
1,100	16.86	3,400	14.07	6,400	11.33	11,000	8.33
1,200	16.72	3,500	13.96	6,600	11.17	11,200	8.22
1,300	16.58	3,600	13.85	6,800	11.02	11,400	8.12
1,400	16.45	3,700	13.75	7,000	10.87	11,600	8.02
1,500	16.32	3,800	13.65	7,200	10.73	11,800	7.92
1,600	16.19	3,900	13.55	7,400	10.59	12,000	7.82
1,700	16.06	4,000	13.45	7,600	10.45	12,200	7.72
1,800	15.94	4,100	13.35	7,800	10.31	12,400	7.62
1,900	15.81	4,200	13.25	8,000	10.17	12,600	7.53
2,000	15.68	4,300	13.15	8,200	10.03	12,800	7.44
2,100	15.55	4,400	13.05	8,400	9.89	13,000	7.35
2,200	15.43	4,500	12.96	8,600	9.76	13,200	7.26
2,300	15.31	4,600	12.87	8,800	9.63	13,400	7.17
2,400	15.19	4,700	12.78	9,000	9.50	13,600	7.08
2,500	15.07	4,800	12.69	9,200	9.37	13,800	6.99
2,600	14.95	4,900	12.60	9,400	9.25	14,000	6.90
2,700	14.84	5,000	12.51	9,600	9.13	14,200	6.82
2,800	14.72	5,200	12.33	9,800	9.01	14,400	6.74
2,900	14.61	5,400	12.16	10,000	8.89	14,600	6.66
3,000	14.50	5,600	11.99	10,200	8.77	14,800	6.58
3,100	14.39	5,800	11.82	10,400	8.66	15,000	6.50
3,200	14.28	6,000	11.65	10,600	8.55		

ANNEX 3.

FIGURE REPLACING FIGURE 106 REPRODUCED PAGE 43 OF DOCUMENT
C.176(a)M.65(a).1931.VIII.



a b c is a part of a 'tween-deck.

o l m n (boatswain's stores) measured between the linings,

g d e f (lamp room) and *e d p q* (boatswain's stores) measured to the inner surface of frames and to the inner surface of frames and to the inner surface of frames respectively, and

i h j k (chainlocker) measured to the partitions, shall be deducted.

ANNEX 4.

EXAMPLES 1 AND 2 OF THE APPLICATION
OF THE PROVISIONS CONCERNING THE DEDUCTION
FOR PROPELLING-MACHINERY SPACES, REPLACING
THE EXAMPLES REPRODUCED ON PAGES 57-59 OF
DOCUMENT C.176.M.65.1931.VIII.

Example 1.

Cubic capacity of actual machinery space = 160 tons (453.26 m³).
 Total cubic capacity of space on or above the upper deck (light and air casings, etc.) = 65 tons (184.14 m³).
 Aggregate cubic capacity of hatchways = 25 tons (70.82 m³).

A. *The owner requests no space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space.*

The cubic capacity of the actual machinery space does not exceed 13 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be $160 \times 1.75 = 280$ tons ($153.26 \times 1.75 = 793.21$ m³).

Underdeck tonnage	1,350.00 tons (3,824.36 m ³)
Space above the tonnage deck.....	200.00 tons (566.57 m ³)
Space on or above the upper deck (light and air casings, etc.).....	
Excess of hatchways.....	17.25 tons (48.87 m ³)
Gross tonnage	1,567.25 tons (4,439.80 m ³)
Deductions other than deduction for propelling-machinery space..	120.00 tons (339.94 m ³)
Remainder	1,447.25 tons (4,099.86 m ³)
Deduction for propelling-machinery space	280.00 tons (793.21 m ³)
Net tonnage	1,167.25 tons (3,306.65 m ³)

<p><i>B. The owner requests as much space as possible on or above the upper deck to be added to the actual machinery space and included in the gross tonnage, the latter not exceeding 1,600.00 tons (4,532.58 m³).</i></p>	<p><i>C. The owner requests the necessary cubic capacity of spaces on or above the upper deck to be included in the gross tonnage and added to the actual machinery space in order to obtain the 32 per cent deduction.</i></p>
<p>32.89 tons (93.17 m³) of the space on or above the upper deck is added to the actual machinery space and included in the gross tonnage 160.00 + 32.89 = 192.89 tons (453.26 + 93.17 = 546.43 m³) does not exceed 13 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 192.89 × 1.75 = 337.56 tons (546.43 × 1.75 = 956.25 m³).</p>	<p>50.28 tons (142.44 m³) of the space on or above the upper deck is included in the gross tonnage and added to the actual machinery space 160.00 + 50.28 = 210.28 tons (453.26 + 142.44 = 595.70 m³). 13 per cent of the gross tonnage = 210.25 tons (595.60 m³). Consequently, the deduction for propelling-machinery space will be 32 per cent of the gross tonnage.</p>
<p>1,350.00 tons (3,824.36 m³)</p>	<p>1,350.00 tons (3,824.36 m³)</p>
<p>200.00 tons (566.57 m³)</p>	<p>200.00 tons (566.57 m³)</p>
<p>32.89 tons (93.17 m³)</p>	<p>50.28 tons (142.44 m³)</p>
<p>17.09 tons (48.41 m³)</p>	<p>17.00 tons (48.16 m³)</p>
<p>1,599.98 tons (4,532.51 m³)</p>	<p>1,617.28 tons (4,581.53 m³)</p>
<p>120.00 tons (339.94 m³)</p>	<p>120.00 tons (339.94 m³)</p>
<p>1,479.98 tons (4,192.57 m³)</p>	<p>1,497.28 tons (4,241.59 m³)</p>
<p>337.56 tons (956.25 m³)</p>	<p>517.53 tons (1,466.09 m³)</p>
<p>1,142.42 tons (3,236.32 m³)</p>	<p>979.75 tons (2,775.50 m³)</p>

Example 2.

Cubic capacity of actual machinery space = 360 tons (1,019.83 m³).
 Total cubic capacity of space on or above the upper deck (light and air casing, etc.) = 105 tons (297.45 m³).
 Aggregate cubic capacity of hatchways = 30 tons (84.99 m³).

A. *The owner requests no space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space.*

The cubic capacity of the actual machinery space is above 13 per cent and under 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 32 per cent of the gross tonnage.

Under-deck tonnage	1,630.00 tons (4,617.56 m ³)
Space above the tonnage deck	280.00 tons (793.20 m ³)
Space on or above the upper deck (light and air casings, etc.)	
Excess of hatchways	20.45 tons (57.93 m ³)
Gross tonnage	1,930.45 tons (5,468.69 m ³)
Deductions other than deduction for propelling-machinery space	190.00 tons (538.24 m ³)
Remainder	1,740.45 tons (4,930.45 m ³)
Deduction for propelling-machinery space	617.74 tons (1,749.98 m ³)
Net tonnage	1,122.71 tons (3,180.47 m ³)

<p>B. The owner requests as much space as possible on or above the upper deck to be added to the actual machinery space and included in the gross tonnage, the latter not exceeding 2,000.00 tons (5,665.72 m³).</p>	<p>C. The owner requests the total cubic capacity of space on or above the upper deck to be included in the gross tonnage and added to the actual machinery space.</p>
<p>69.88 tons (197.96 m³) of the space on or above the upper deck is added to the actual machinery space and included in the gross tonnage 360.00 + 69.88 = 429.88 tons (1,019.83 + 197.96 = 1,217.79 m³) is more than 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 429.88 × 1.75 = 752.29 tons (1,217.79 × 1.75 = 2,131.13 m³).</p>	<p>105 tons (297.45 m³) is included in the gross tonnage and added to the actual machinery space. 360.00 + 105.00 = 465.00 tons (1,019.83 + 297.45 = 1,317.28 m³) is more than 20 per cent of the gross tonnage. Consequently, the deduction for propelling-machinery space will be 465.00 × 1.75 = 813.75 tons (1,317.28 × 1.75 = 2,305.24 m³).</p>
<p>1,630.00 tons (4,617.56 m³)</p>	<p>1,630.00 tons (4,617.56 m³)</p>
<p>280.00 tons (793.20 m³)</p>	<p>280.00 tons (793.20 m³)</p>
<p>69.88 tons (197.96 m³)</p>	<p>105.00 tons (297.45 m³)</p>
<p>20.10 tons (56.94 m³)</p>	<p>19.92 tons (56.43 m³)</p>
<p>1,999.98 tons (5,665.66 m³)</p>	<p>2,034.92 tons (5,764.64 m³)</p>
<p>190.00 tons (538.24 m³)</p>	<p>190.00 tons (538.24 m³)</p>
<p>1,809.98 tons (5,127.42 m³)</p>	<p>1,844.92 tons (5,226.40 m³)</p>
<p>752.29 tons (2,131.13 m³)</p>	<p>813.75 tons (2,305.24 m³)</p>
<p>1,057.69 tons (2,996.29 m³)</p>	<p>1,031.17 tons (2,921.16 m³)</p>

SCHEME OF CALCULATION.

Gross tonnage exclusive of light and air space and hatchways		1,550.00	
Excess of hatchways (based on the above gross tonnage).....			17.25
			<hr/>
Gross tonnage, inclusive of excess of hatchways and exclusive of light and air space		1,567.25	
13 % of 1,567.25 tons	203.74		
Machinery space below upper deck	160.00		
			<hr/>
Difference	43.74		
14.95 % of difference	6.54		
			<hr/>
Difference plus 14.95 % of itself	50.28		50.28
			<hr/>
Gross tonnage inclusive of light and air space and of temporary excess of hatchways		1,617.53	
Additional exemption for hatchways; account of light and air spaces = $\frac{1}{2}$ % of 50.28			0.25
			<hr/>
			1,617.28
			<hr/>
13 % of the gross tonnage	1,617.28 =		210.25
			<hr/>
Machinery space below upper deck.....		160.00	
Light and air spaces		50.28	
			<hr/>
	Sum...		210.28
			<hr/> <hr/>

ANNEX 5

ERRATA AND ADDENDA TO TABLES I B, II A, II B,
III A, III B, IV A, IV B, AND EXAMPLES OF THE
APPLICATION OF THESE TABLES REPRODUCED IN
DOCUMENT C. 176. M. 65. 1931. VIII.

Addendum au Tableau I B

INDIQUANT EN PIEDS L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE ».

La « hauteur de tonnage » au milieu de la longueur de tonnage *excède* 16 pieds.

Addendum to Table I B

INDICATING IN FEET COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length *exceeds* 16 feet.

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
46,00	7,666	2,56	47,00	7,833	2,61	48,00	8,000	2,67	49,00	8,166	2,72
,05	7,675	2,56	,05	7,841	2,61	,05	8,008	2,67	,05	8,175	2,73
,10	7,683	2,56	,10	7,850	2,62	,10	8,016	2,67	,10	8,183	2,73
,15	7,691	2,56	,15	7,858	2,62	,15	8,025	2,68	,15	8,191	2,73
,20	7,700	2,57	,20	7,866	2,62	,20	8,033	2,68	,20	8,200	2,73
,25	7,708	2,57	,25	7,875	2,63	,25	8,041	2,68	,25	8,208	2,74
,30	7,716	2,57	,30	7,883	2,63	,30	8,050	2,68	,30	8,216	2,74
,35	7,725	2,58	,35	7,891	2,63	,35	8,058	2,69	,35	8,225	2,74
,40	7,733	2,58	,40	7,900	2,63	,40	8,066	2,69	,40	8,233	2,74
,45	7,741	2,58	,45	7,908	2,64	,45	8,075	2,69	,45	8,241	2,75
,50	7,750	2,58	,50	7,916	2,64	,50	8,083	2,69	,50	8,250	2,75
,55	7,758	2,59	,55	7,925	2,64	,55	8,091	2,70	,55	8,258	2,75
,60	7,766	2,59	,60	7,933	2,64	,60	8,100	2,70	,60	8,266	2,76
,65	7,775	2,59	,65	7,941	2,65	,65	8,108	2,70	,65	8,275	2,76
,70	7,783	2,59	,70	7,950	2,65	,70	8,116	2,71	,70	8,283	2,76
,75	7,791	2,60	,75	7,958	2,65	,75	8,125	2,71	,75	8,291	2,76
,80	7,800	2,60	,80	7,966	2,66	,80	8,133	2,71	,80	8,300	2,77
,85	7,808	2,60	,85	7,975	2,66	,85	8,141	2,71	,85	8,308	2,77
,90	7,816	2,61	,90	7,983	2,66	,90	8,150	2,72	,90	8,316	2,77
,95	7,825	2,61	,95	7,991	2,66	,95	8,158	2,72	,95	8,325	2,78
50,00	8,333	2,78									
,05	8,341	2,78									
,10	8,350	2,78									
,15	8,358	2,79									
,20	8,366	2,79									
,25	8,375	2,79									
,30	8,383	2,79									
,35	8,391	2,80									
,40	8,400	2,80									
,45	8,408	2,80									
,50	8,416	2,81									
,55	8,425	2,81									
,60	8,433	2,81									
,65	8,441	2,81									
,70	8,450	2,82									
,75	8,458	2,82									
,80	8,466	2,82									
,85	8,475	2,83									
,90	8,483	2,83									
,95	8,491	2,83									

(Nouveau) Tableau II A

INDIQUANT EN MÈTRES L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE ».

La « hauteur de tonnage » au milieu de la longueur de tonnage *n'exécède pas* 4 m. 88.

(New) Table II A

INDICATING IN METRES COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length *does not exceed* 4.88 metres.

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths		$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths		$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths		$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	
0.50	0.1250	0.04	0.70	0.1750	0.06	0.90	0.2250	0.08	1.10	0.2750	0.09
0.51	0.1275	0.04	0.71	0.1775	0.06	0.91	0.2275	0.08	1.11	0.2775	0.09
0.52	0.1300	0.04	0.72	0.1800	0.06	0.92	0.2300	0.08	1.12	0.2800	0.09
0.53	0.1325	0.04	0.73	0.1825	0.06	0.93	0.2325	0.08	1.13	0.2825	0.09
0.54	0.1350	0.05	0.74	0.1850	0.06	0.94	0.2350	0.08	1.14	0.2850	0.10
0.55	0.1375	0.05	0.75	0.1875	0.06	0.95	0.2375	0.08	1.15	0.2875	0.10
0.56	0.1400	0.05	0.76	0.1900	0.06	0.96	0.2400	0.08	1.16	0.2900	0.10
0.57	0.1425	0.05	0.77	0.1925	0.06	0.97	0.2425	0.08	1.17	0.2925	0.10
0.58	0.1450	0.05	0.78	0.1950	0.07	0.98	0.2450	0.08	1.18	0.2950	0.10
0.59	0.1475	0.05	0.79	0.1975	0.07	0.99	0.2475	0.08	1.19	0.2975	0.10
0.60	0.1500	0.05	0.80	0.2000	0.07	1.00	0.2500	0.08	1.20	0.3000	0.10
0.61	0.1525	0.05	0.81	0.2025	0.07	1.01	0.2525	0.08	1.21	0.3025	0.10
0.62	0.1550	0.05	0.82	0.2050	0.07	1.02	0.2550	0.09	1.22	0.3050	0.10
0.63	0.1575	0.05	0.83	0.2075	0.07	1.03	0.2575	0.09	1.23	0.3075	0.10
0.64	0.1600	0.05	0.84	0.2100	0.07	1.04	0.2600	0.09	1.24	0.3100	0.10
0.65	0.1625	0.05	0.85	0.2125	0.07	1.05	0.2625	0.09	1.25	0.3125	0.10
0.66	0.1650	0.06	0.86	0.2150	0.07	1.06	0.2650	0.09	1.26	0.3150	0.11
0.67	0.1675	0.06	0.87	0.2175	0.07	1.07	0.2675	0.09	1.27	0.3175	0.11
0.68	0.1700	0.06	0.88	0.2200	0.07	1.08	0.2700	0.09	1.28	0.3200	0.11
0.69	0.1725	0.06	0.89	0.2225	0.07	1.09	0.2725	0.09	1.29	0.3225	0.11
1.30	0.3250	0.11	1.50	0.3750	0.13	1.70	0.4250	0.14	1.90	0.4750	0.16
1.31	0.3275	0.11	1.51	0.3775	0.13	1.71	0.4275	0.14	1.91	0.4775	0.16
1.32	0.3300	0.11	1.52	0.3800	0.13	1.72	0.4300	0.14	1.92	0.4800	0.16
1.33	0.3325	0.11	1.53	0.3825	0.13	1.73	0.4325	0.14	1.93	0.4825	0.16
1.34	0.3350	0.11	1.54	0.3850	0.13	1.74	0.4350	0.15	1.94	0.4850	0.16
1.35	0.3375	0.11	1.55	0.3875	0.13	1.75	0.4375	0.15	1.95	0.4875	0.16
1.36	0.3400	0.11	1.56	0.3900	0.13	1.76	0.4400	0.15	1.96	0.4900	0.16
1.37	0.3425	0.11	1.57	0.3925	0.13	1.77	0.4425	0.15	1.97	0.4925	0.16
1.38	0.3450	0.12	1.58	0.3950	0.13	1.78	0.4450	0.15	1.98	0.4950	0.17
1.39	0.3475	0.12	1.59	0.3975	0.13	1.79	0.4475	0.15	1.99	0.4975	0.17
1.40	0.3500	0.12	1.60	0.4000	0.13	1.80	0.4500	0.15	2.00	0.5000	0.17
1.41	0.3525	0.12	1.61	0.4025	0.13	1.81	0.4525	0.15	2.01	0.5025	0.17
1.42	0.3550	0.12	1.62	0.4050	0.14	1.82	0.4550	0.15	2.02	0.5050	0.17
1.43	0.3575	0.12	1.63	0.4075	0.14	1.83	0.4575	0.15	2.03	0.5075	0.17
1.44	0.3600	0.12	1.64	0.4100	0.14	1.84	0.4600	0.15	2.04	0.5100	0.17
1.45	0.3625	0.12	1.65	0.4125	0.14	1.85	0.4625	0.15	2.05	0.5125	0.17
1.46	0.3650	0.12	1.66	0.4150	0.14	1.86	0.4650	0.16	2.06	0.5150	0.17
1.47	0.3675	0.12	1.67	0.4175	0.14	1.87	0.4675	0.16	2.07	0.5175	0.17
1.48	0.3700	0.12	1.68	0.4200	0.14	1.88	0.4700	0.16	2.08	0.5200	0.17
1.49	0.3725	0.12	1.69	0.4225	0.14	1.89	0.4725	0.16	2.09	0.5225	0.17

(Nouveau) Tableau II A (suite)

(New) Table II A (continued)

Hauteur de tonnage Tonnage depth	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	Hauteur de tonnage Tonnage depth	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	Hauteur de tonnage Tonnage depth	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	Hauteur de tonnage Tonnage depth	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths
2.10	0.5250	0.18	2.30	0.5750	0.19	2.50	0.6250	0.21	2.70	0.6750	0.23
2.11	0.5275	0.18	2.31	0.5775	0.19	2.51	0.6275	0.21	2.71	0.6775	0.23
2.12	0.5300	0.18	2.32	0.5800	0.19	2.52	0.6300	0.21	2.72	0.6800	0.23
2.13	0.5325	0.18	2.33	0.5825	0.19	2.53	0.6325	0.21	2.73	0.6825	0.23
2.14	0.5350	0.18	2.34	0.5850	0.20	2.54	0.6350	0.21	2.74	0.6850	0.23
2.15	0.5375	0.18	2.35	0.5875	0.20	2.55	0.6375	0.21	2.75	0.6875	0.23
2.16	0.5400	0.18	2.36	0.5900	0.20	2.56	0.6400	0.21	2.76	0.6900	0.23
2.17	0.5425	0.18	2.37	0.5925	0.20	2.57	0.6425	0.21	2.77	0.6925	0.23
2.18	0.5450	0.18	2.38	0.5950	0.20	2.58	0.6450	0.22	2.78	0.6950	0.23
2.19	0.5475	0.18	2.39	0.5975	0.20	2.59	0.6475	0.22	2.79	0.6975	0.23
2.20	0.5500	0.18	2.40	0.6000	0.20	2.60	0.6500	0.22	2.80	0.7000	0.23
2.21	0.5525	0.18	2.41	0.6025	0.20	2.61	0.6525	0.22	2.81	0.7025	0.23
2.22	0.5550	0.19	2.42	0.6050	0.20	2.62	0.6550	0.22	2.82	0.7050	0.24
2.23	0.5575	0.19	2.43	0.6075	0.20	2.63	0.6575	0.22	2.83	0.7075	0.24
2.24	0.5600	0.19	2.44	0.6100	0.20	2.64	0.6600	0.22	2.84	0.7100	0.24
2.25	0.5625	0.19	2.45	0.6125	0.20	2.65	0.6625	0.22	2.85	0.7125	0.24
2.26	0.5650	0.19	2.46	0.6150	0.21	2.66	0.6650	0.22	2.86	0.7150	0.24
2.27	0.5675	0.19	2.47	0.6175	0.21	2.67	0.6675	0.22	2.87	0.7175	0.24
2.28	0.5700	0.19	2.48	0.6200	0.21	2.68	0.6700	0.22	2.88	0.7200	0.24
2.29	0.5725	0.19	2.49	0.6225	0.21	2.69	0.6725	0.22	2.89	0.7225	0.24
2.90	0.7250	0.24	3.10	0.7750	0.26	3.30	0.8250	0.28	3.50	0.8750	0.29
2.91	0.7275	0.24	3.11	0.7775	0.26	3.31	0.8275	0.28	3.51	0.8775	0.29
2.92	0.7300	0.24	3.12	0.7800	0.26	3.32	0.8300	0.28	3.52	0.8800	0.29
2.93	0.7325	0.24	3.13	0.7825	0.26	3.33	0.8325	0.28	3.53	0.8825	0.29
2.94	0.7350	0.25	3.14	0.7850	0.26	3.34	0.8350	0.28	3.54	0.8850	0.30
2.95	0.7375	0.25	3.15	0.7875	0.26	3.35	0.8375	0.28	3.55	0.8875	0.30
2.96	0.7400	0.25	3.16	0.7900	0.26	3.36	0.8400	0.28	3.56	0.8900	0.30
2.97	0.7425	0.25	3.17	0.7925	0.26	3.37	0.8425	0.28	3.57	0.8925	0.30
2.98	0.7450	0.25	3.18	0.7950	0.27	3.38	0.8450	0.28	3.58	0.8950	0.30
2.99	0.7475	0.25	3.19	0.7975	0.27	3.39	0.8475	0.28	3.59	0.8975	0.30
3.00	0.7500	0.25	3.20	0.8000	0.27	3.40	0.8500	0.28	3.60	0.9000	0.30
3.01	0.7525	0.25	3.21	0.8025	0.27	3.41	0.8525	0.28	3.61	0.9025	0.30
3.02	0.7550	0.25	3.22	0.8050	0.27	3.42	0.8550	0.29	3.62	0.9050	0.30
3.03	0.7575	0.25	3.23	0.8075	0.27	3.43	0.8575	0.29	3.63	0.9075	0.30
3.04	0.7600	0.25	3.24	0.8100	0.27	3.44	0.8600	0.29	3.64	0.9100	0.30
3.05	0.7625	0.25	3.25	0.8125	0.27	3.45	0.8625	0.29	3.65	0.9125	0.30
3.06	0.7650	0.26	3.26	0.8150	0.27	3.46	0.8650	0.29	3.66	0.9150	0.31
3.07	0.7675	0.26	3.27	0.8175	0.27	3.47	0.8675	0.29	3.67	0.9175	0.31
3.08	0.7700	0.26	3.28	0.8200	0.27	3.48	0.8700	0.29	3.68	0.9200	0.31
3.09	0.7725	0.26	3.29	0.8225	0.27	3.49	0.8725	0.29	3.69	0.9225	0.31

(Nouveau) Tableau II A (suite)

(New) Table II A (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
$\frac{1}{8}$ hauteur de tonnage $\frac{1}{8}$ tonnage depth	$\frac{1}{8}$ intervalle commun entre largeurs — $\frac{1}{8}$ common interval between breadths		$\frac{1}{8}$ hauteur de tonnage $\frac{1}{8}$ tonnage depth	$\frac{1}{8}$ intervalle commun entre largeurs — $\frac{1}{8}$ common interval between breadths		$\frac{1}{8}$ hauteur de tonnage $\frac{1}{8}$ tonnage depth	$\frac{1}{8}$ intervalle commun entre largeurs — $\frac{1}{8}$ common interval between breadths		$\frac{1}{8}$ hauteur de tonnage $\frac{1}{8}$ tonnage depth	$\frac{1}{8}$ intervalle commun entre largeurs — $\frac{1}{8}$ common interval between breadths	
3.70	0.9250	0.31	3.90	0.9750	0.33	4.10	1.0250	0.34	4.30	1.0750	0.30
3.71	0.9275	0.31	3.91	0.9775	0.33	4.11	1.0275	0.34	4.31	1.0775	0.30
3.72	0.9300	0.31	3.92	0.9800	0.33	4.12	1.0300	0.34	4.32	1.0800	0.30
3.73	0.9325	0.31	3.93	0.9825	0.33	4.13	1.0325	0.34	4.33	1.0825	0.30
3.74	0.9350	0.31	3.94	0.9850	0.33	4.14	1.0350	0.35	4.34	1.0850	0.30
3.75	0.9375	0.31	3.95	0.9875	0.33	4.15	1.0375	0.35	4.35	1.0875	0.30
3.76	0.9400	0.31	3.96	0.9900	0.33	4.16	1.0400	0.35	4.36	1.0900	0.30
3.77	0.9425	0.31	3.97	0.9925	0.33	4.17	1.0425	0.35	4.37	1.0925	0.30
3.78	0.9450	0.32	3.98	0.9950	0.33	4.18	1.0450	0.35	4.38	1.0950	0.37
3.79	0.9475	0.32	3.99	0.9975	0.33	4.19	1.0475	0.35	4.39	1.0975	0.37
3.80	0.9500	0.32	4.00	1.0000	0.33	4.20	1.0500	0.35	4.40	1.1000	0.37
3.81	0.9525	0.32	4.01	1.0025	0.33	4.21	1.0525	0.35	4.41	1.1025	0.37
3.82	0.9550	0.32	4.02	1.0050	0.34	4.22	1.0550	0.35	4.42	1.1050	0.37
3.83	0.9575	0.32	4.03	1.0075	0.34	4.23	1.0575	0.35	4.43	1.1075	0.37
3.84	0.9600	0.32	4.04	1.0100	0.34	4.24	1.0600	0.35	4.44	1.1100	0.37
3.85	0.9625	0.32	4.05	1.0125	0.34	4.25	1.0625	0.35	4.45	1.1125	0.37
3.86	0.9650	0.32	4.06	1.0150	0.34	4.26	1.0650	0.30	4.46	1.1150	0.37
3.87	0.9675	0.32	4.07	1.0175	0.34	4.27	1.0675	0.36	4.47	1.1175	0.37
3.88	0.9700	0.32	4.08	1.0200	0.34	4.28	1.0700	0.30	4.48	1.1200	0.37
3.89	0.9725	0.32	4.09	1.0225	0.34	4.29	1.0725	0.36	4.49	1.1225	0.37
4.50	1.1250	0.38	4.70	1.1750	0.39	4.90	1.2250	0.41	5.10	1.2750	0.43
4.51	1.1275	0.38	4.71	1.1775	0.39	4.91	1.2275	0.41	5.11	1.2775	0.43
4.52	1.1300	0.38	4.72	1.1800	0.39	4.92	1.2300	0.41	5.12	1.2800	0.43
4.53	1.1325	0.38	4.73	1.1825	0.39	4.93	1.2325	0.41	5.13	1.2825	0.43
4.54	1.1350	0.38	4.74	1.1850	0.40	4.94	1.2350	0.41	5.14	1.2850	0.43
4.55	1.1375	0.38	4.75	1.1875	0.40	4.95	1.2375	0.41	5.15	1.2875	0.43
4.56	1.1400	0.38	4.76	1.1900	0.40	4.96	1.2400	0.41	5.16	1.2900	0.43
4.57	1.1425	0.38	4.77	1.1925	0.40	4.97	1.2425	0.41	5.17	1.2925	0.43
4.58	1.1450	0.38	4.78	1.1950	0.40	4.98	1.2450	0.42	5.18	1.2950	0.43
4.59	1.1475	0.38	4.79	1.1975	0.40	4.99	1.2475	0.42	5.19	1.2975	0.43
4.60	1.1500	0.38	4.80	1.2000	0.40	5.00	1.2500	0.42	5.20	1.3000	0.43
4.61	1.1525	0.38	4.81	1.2025	0.40	5.01	1.2525	0.42	5.21	1.3025	0.43
4.62	1.1550	0.39	4.82	1.2050	0.40	5.02	1.2550	0.42	5.22	1.3050	0.44
4.63	1.1575	0.39	4.83	1.2075	0.40	5.03	1.2575	0.42	5.23	1.3075	0.44
4.64	1.1600	0.39	4.84	1.2100	0.40	5.04	1.2600	0.42	5.24	1.3100	0.44
4.65	1.1625	0.39	4.85	1.2125	0.40	5.05	1.2625	0.42	5.25	1.3125	0.44
4.66	1.1650	0.39	4.86	1.2150	0.41	5.06	1.2650	0.42	5.26	1.3150	0.44
4.67	1.1675	0.39	4.87	1.2175	0.41	5.07	1.2675	0.42	5.27	1.3175	0.44
4.68	1.1700	0.39	4.88	1.2200	0.41	5.08	1.2700	0.42	5.28	1.3200	0.44
4.69	1.1725	0.39	4.89	1.2225	0.41	5.09	1.2725	0.42	5.29	1.3225	0.44

(Nouveau) Tableau II A (suite)

(New) Table II A (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths		$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths		$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths		$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	
5.30	1.3250	0.44	5.50	1.3750	0.46	5.70	1.4250	0.48	5.90	1.4750	0.49
5.31	1.3275	0.44	5.51	1.3775	0.46	5.71	1.4275	0.48	5.91	1.4775	0.49
5.32	1.3300	0.44	5.52	1.3800	0.46	5.72	1.4300	0.48	5.92	1.4800	0.49
5.33	1.3325	0.44	5.53	1.3825	0.46	5.73	1.4325	0.48	5.93	1.4825	0.49
5.34	1.3350	0.45	5.54	1.3850	0.46	5.74	1.4350	0.48	5.94	1.4850	0.50
5.35	1.3375	0.45	5.55	1.3875	0.46	5.75	1.4375	0.48	5.95	1.4875	0.50
5.36	1.3400	0.45	5.56	1.3900	0.46	5.76	1.4400	0.48	5.96	1.4900	0.50
5.37	1.3425	0.45	5.57	1.3925	0.46	5.77	1.4425	0.48	5.97	1.4925	0.50
5.38	1.3450	0.45	5.58	1.3950	0.47	5.78	1.4450	0.48	5.98	1.4950	0.50
5.39	1.3475	0.45	5.59	1.3975	0.47	5.79	1.4475	0.48	5.99	1.4975	0.50
5.40	1.3500	0.45	5.60	1.4000	0.47	5.80	1.4500	0.48	6.00	1.5000	0.50
5.41	1.3525	0.45	5.61	1.4025	0.47	5.81	1.4525	0.48	6.01	1.5025	0.50
5.42	1.3550	0.45	5.62	1.4050	0.47	5.82	1.4550	0.49	6.02	1.5050	0.50
5.43	1.3575	0.45	5.63	1.4075	0.47	5.83	1.4575	0.49	6.03	1.5075	0.50
5.44	1.3600	0.45	5.64	1.4100	0.47	5.84	1.4600	0.49	6.04	1.5100	0.50
5.45	1.3625	0.45	5.65	1.4125	0.47	5.85	1.4625	0.49	6.05	1.5125	0.50
5.46	1.3650	0.46	5.66	1.4150	0.47	5.86	1.4650	0.49	6.06	1.5150	0.51
5.47	1.3675	0.46	5.67	1.4175	0.47	5.87	1.4675	0.49	6.07	1.5175	0.51
5.48	1.3700	0.46	5.68	1.4200	0.47	5.88	1.4700	0.49	6.08	1.5200	0.51
5.49	1.3725	0.46	5.69	1.4225	0.47	5.89	1.4725	0.49	6.09	1.5225	0.51
6.10	1.5250	0.51	6.30	1.5750	0.53	6.50	1.6250	0.54	6.70	1.6750	0.56
6.11	1.5275	0.51	6.31	1.5775	0.53	6.51	1.6275	0.54	6.71	1.6775	0.56
6.12	1.5300	0.51	6.32	1.5800	0.53	6.52	1.6300	0.54	6.72	1.6800	0.56
6.13	1.5325	0.51	6.33	1.5825	0.53	6.53	1.6325	0.54	6.73	1.6825	0.56
6.14	1.5350	0.51	6.34	1.5850	0.53	6.54	1.6350	0.55	6.74	1.6850	0.56
6.15	1.5375	0.51	6.35	1.5875	0.53	6.55	1.6375	0.55	6.75	1.6875	0.56
6.16	1.5400	0.51	6.36	1.5900	0.53	6.56	1.6400	0.55	6.76	1.6900	0.56
6.17	1.5425	0.51	6.37	1.5925	0.53	6.57	1.6425	0.55	6.77	1.6925	0.56
6.18	1.5450	0.52	6.38	1.5950	0.53	6.58	1.6450	0.55	6.78	1.6950	0.57
6.19	1.5475	0.52	6.39	1.5975	0.53	6.59	1.6475	0.55	6.79	1.6975	0.57
6.20	1.5500	0.52	6.40	1.6000	0.53	6.60	1.6500	0.55	6.80	1.7000	0.57
6.21	1.5525	0.52	6.41	1.6025	0.53	6.61	1.6525	0.55	6.81	1.7025	0.57
6.22	1.5550	0.52	6.42	1.6050	0.54	6.62	1.6550	0.55	6.82	1.7050	0.57
6.23	1.5575	0.52	6.43	1.6075	0.54	6.63	1.6575	0.55	6.83	1.7075	0.57
6.24	1.5600	0.52	6.44	1.6100	0.54	6.64	1.6600	0.55	6.84	1.7100	0.57
6.25	1.5625	0.52	6.45	1.6125	0.54	6.65	1.6625	0.55	6.85	1.7125	0.57
6.26	1.5650	0.52	6.46	1.6150	0.54	6.66	1.6650	0.56	6.86	1.7150	0.57
6.27	1.5675	0.52	6.47	1.6175	0.54	6.67	1.6675	0.56	6.87	1.7175	0.57
6.28	1.5700	0.52	6.48	1.6200	0.54	6.68	1.6700	0.56	6.88	1.7200	0.57
6.29	1.5725	0.52	6.49	1.6225	0.54	6.69	1.6725	0.56	6.89	1.7225	0.57

(Nouveau) Tableau II A (suite)

(New) Table II A (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths		1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths		1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths		1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	
8.50	2.1250	0.71	8.63	2.1575	0.72	8.76	2.1900	0.73	8.89	2.2225	0.74
8.51	2.1275	0.71	8.64	2.1600	0.72	8.77	2.1925	0.73	8.90	2.2250	0.74
8.52	2.1300	0.71	8.65	2.1625	0.72	8.78	2.1950	0.73	8.91	2.2275	0.74
8.53	2.1325	0.71	8.66	2.1650	0.72	8.79	2.1975	0.73	8.92	2.2300	0.74
8.54	2.1350	0.71	8.67	2.1675	0.72	8.80	2.2000	0.73	8.93	2.2325	0.74
8.55	2.1375	0.71	8.68	2.1700	0.72	8.81	2.2025	0.73	8.94	2.2350	0.75
8.56	2.1400	0.71	8.69	2.1725	0.72	8.82	2.2050	0.74	8.95	2.2375	0.75
8.57	2.1425	0.71	8.70	2.1750	0.73	8.83	2.2075	0.74	8.96	2.2400	0.75
8.58	2.1450	0.72	8.71	2.1775	0.73	8.84	2.2100	0.74	8.97	2.2425	0.75
8.59	2.1475	0.72	8.72	2.1800	0.73	8.85	2.2125	0.74	8.98	2.2450	0.75
8.60	2.1500	0.72	8.73	2.1825	0.73	8.86	2.2150	0.74	8.99	2.2475	0.75
8.61	2.1525	0.72	8.74	2.1850	0.73	8.87	2.2175	0.74	9.00	2.2500	0.75
8.62	2.1550	0.72	8.75	2.1875	0.73	8.88	2.2200	0.74			

(Nouveau) Tableau II B

INDIQUANT EN MÈTRES L'INTERVALLE COMMUN ET LE TIERS DE L'INTERVALLE COMMUN ENTRE LES LARGEURS POUR DIFFÉRENTES « HAUTEURS DE TONNAGE »

La « hauteur de tonnage » au milieu de la longueur de tonnage excède 4 m. 88.

(New) Table II B

INDICATING IN METRES COMMON INTERVALS AND ONE-THIRD OF COMMON INTERVALS BETWEEN THE BREADTHS CORRESPONDING TO DIFFERENT TONNAGE DEPTHS.

The tonnage depth at the middle of the tonnage length exceeds 4.88 metres.

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths		1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths		1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths		1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	
4.00	0.6666	0.22	4.20	0.7000	0.23	4.40	0.7333	0.24	4.60	0.7666	0.26
4.01	0.6683	0.22	4.21	0.7016	0.23	4.41	0.7350	0.25	4.61	0.7683	0.26
4.02	0.6700	0.22	4.22	0.7033	0.23	4.42	0.7366	0.25	4.62	0.7700	0.26
4.03	0.6716	0.22	4.23	0.7050	0.24	4.43	0.7383	0.25	4.63	0.7716	0.26
4.04	0.6733	0.22	4.24	0.7066	0.24	4.44	0.7400	0.25	4.64	0.7733	0.26
4.05	0.6750	0.23	4.25	0.7083	0.24	4.45	0.7416	0.25	4.65	0.7750	0.26
4.06	0.6766	0.23	4.26	0.7100	0.24	4.46	0.7433	0.25	4.66	0.7766	0.26
4.07	0.6783	0.23	4.27	0.7116	0.24	4.47	0.7450	0.25	4.67	0.7783	0.26
4.08	0.6800	0.23	4.28	0.7133	0.24	4.48	0.7466	0.25	4.68	0.7800	0.26
4.09	0.6816	0.23	4.29	0.7150	0.24	4.49	0.7483	0.25	4.69	0.7816	0.26
4.10	0.6833	0.23	4.30	0.7166	0.24	4.50	0.7500	0.25	4.70	0.7833	0.26
4.11	0.6850	0.23	4.31	0.7183	0.24	4.51	0.7516	0.25	4.71	0.7850	0.26
4.12	0.6866	0.23	4.32	0.7200	0.24	4.52	0.7533	0.25	4.72	0.7866	0.26
4.13	0.6883	0.23	4.33	0.7216	0.24	4.53	0.7550	0.25	4.73	0.7883	0.26
4.14	0.6900	0.23	4.34	0.7233	0.24	4.54	0.7566	0.25	4.74	0.7900	0.26
4.15	0.6916	0.23	4.35	0.7250	0.24	4.55	0.7583	0.25	4.75	0.7916	0.26
4.16	0.6933	0.23	4.36	0.7266	0.24	4.56	0.7600	0.25	4.76	0.7933	0.26
4.17	0.6950	0.23	4.37	0.7283	0.24	4.57	0.7616	0.25	4.77	0.7950	0.27
4.18	0.6966	0.23	4.38	0.7300	0.24	4.58	0.7633	0.25	4.78	0.7966	0.27
4.19	0.6983	0.23	4.39	0.7316	0.24	4.59	0.7650	0.26	4.79	0.7983	0.27
4.80	0.8000	0.27	5.00	0.8333	0.28	5.20	0.8666	0.29	5.40	0.9000	0.30
4.81	0.8016	0.27	5.01	0.8350	0.28	5.21	0.8683	0.29	5.41	0.9016	0.30
4.82	0.8033	0.27	5.02	0.8366	0.28	5.22	0.8700	0.29	5.42	0.9033	0.30
4.83	0.8050	0.27	5.03	0.8383	0.28	5.23	0.8716	0.29	5.43	0.9050	0.30
4.84	0.8066	0.27	5.04	0.8400	0.28	5.24	0.8733	0.29	5.44	0.9066	0.30
4.85	0.8083	0.27	5.05	0.8416	0.28	5.25	0.8750	0.29	5.45	0.9083	0.30
4.86	0.8100	0.27	5.06	0.8433	0.28	5.26	0.8766	0.29	5.46	0.9100	0.30
4.87	0.8116	0.27	5.07	0.8450	0.28	5.27	0.8783	0.29	5.47	0.9116	0.30
4.88	0.8133	0.27	5.08	0.8466	0.28	5.28	0.8800	0.29	5.48	0.9133	0.30
4.89	0.8150	0.27	5.09	0.8483	0.28	5.29	0.8816	0.29	5.49	0.9150	0.31
4.90	0.8166	0.27	5.10	0.8500	0.28	5.30	0.8833	0.29	5.50	0.9166	0.31
4.91	0.8183	0.27	5.11	0.8516	0.28	5.31	0.8850	0.30	5.51	0.9183	0.31
4.92	0.8200	0.27	5.12	0.8533	0.28	5.32	0.8866	0.30	5.52	0.9200	0.31
4.93	0.8216	0.27	5.13	0.8550	0.29	5.33	0.8883	0.30	5.53	0.9216	0.31
4.94	0.8233	0.27	5.14	0.8566	0.29	5.34	0.8900	0.30	5.54	0.9233	0.31
4.95	0.8250	0.28	5.15	0.8583	0.29	5.35	0.8916	0.30	5.55	0.9250	0.31
4.96	0.8266	0.28	5.16	0.8600	0.29	5.36	0.8933	0.30	5.56	0.9266	0.31
4.97	0.8283	0.28	5.17	0.8616	0.29	5.37	0.8950	0.30	5.57	0.9283	0.31
4.98	0.8300	0.28	5.18	0.8633	0.29	5.38	0.8966	0.30	5.58	0.9300	0.31
4.99	0.8316	0.28	5.19	0.8650	0.29	5.39	0.8983	0.30	5.59	0.9316	0.31

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths	1/3 intervalle commun entre largeurs — 1/3 common interval between breadths
5.60	0.9333	0.31	5.80	0.9666	0.32	6.00	1.0000	0.33	6.20	1.0333	0.34
5.61	0.9350	0.31	5.81	0.9683	0.32	6.01	1.0016	0.33	6.21	1.0350	0.35
5.62	0.9366	0.31	5.82	0.9700	0.32	6.02	1.0033	0.33	6.22	1.0366	0.35
5.63	0.9383	0.31	5.83	0.9715	0.32	6.03	1.0050	0.34	6.23	1.0383	0.35
5.64	0.9400	0.31	5.84	0.9733	0.32	6.04	1.0066	0.34	6.24	1.0400	0.35
5.65	0.9416	0.31	5.85	0.9750	0.33	6.05	1.0083	0.34	6.25	1.0416	0.35
5.66	0.9433	0.31	5.86	0.9766	0.33	6.06	1.0100	0.34	6.26	1.0433	0.35
5.67	0.9450	0.32	5.87	0.9783	0.33	6.07	1.0116	0.34	6.27	1.0450	0.35
5.68	0.9466	0.32	5.88	0.9800	0.33	6.08	1.0133	0.34	6.28	1.0466	0.35
5.69	0.9483	0.32	5.89	0.9816	0.33	6.09	1.0150	0.34	6.29	1.0483	0.35
5.70	0.9500	0.32	5.90	0.9833	0.33	6.10	1.0166	0.34	6.30	1.0500	0.35
5.71	0.9516	0.32	5.91	0.9850	0.33	6.11	1.0183	0.34	6.31	1.0516	0.35
5.72	0.9533	0.32	5.92	0.9866	0.33	6.12	1.0200	0.34	6.32	1.0533	0.35
5.73	0.9550	0.32	5.93	0.9883	0.33	6.13	1.0216	0.34	6.33	1.0550	0.35
5.74	0.9566	0.32	5.94	0.9900	0.33	6.14	1.0233	0.34	6.34	1.0566	0.35
5.75	0.9583	0.32	5.95	0.9916	0.33	6.15	1.0250	0.34	6.35	1.0583	0.35
5.76	0.9600	0.32	5.96	0.9933	0.33	6.16	1.0266	0.34	6.36	1.0600	0.35
5.77	0.9616	0.32	5.97	0.9950	0.33	6.17	1.0283	0.34	6.37	1.0616	0.35
5.78	0.9633	0.32	5.98	0.9966	0.33	6.18	1.0300	0.34	6.38	1.0633	0.35
5.79	0.9650	0.32	5.99	0.9983	0.33	6.19	1.0316	0.34	6.39	1.0650	0.36
6.40	1.0666	0.36	6.60	1.1000	0.37	6.80	1.1333	0.38	7.00	1.1666	0.39
6.41	1.0683	0.36	6.61	1.1016	0.37	6.81	1.1350	0.38	7.01	1.1683	0.39
6.42	1.0700	0.36	6.62	1.1033	0.37	6.82	1.1366	0.38	7.02	1.1700	0.39
6.43	1.0716	0.36	6.63	1.1050	0.37	6.83	1.1383	0.38	7.03	1.1716	0.39
6.44	1.0733	0.36	6.64	1.1066	0.37	6.84	1.1400	0.38	7.04	1.1733	0.39
6.45	1.0750	0.36	6.65	1.1083	0.37	6.85	1.1416	0.38	7.05	1.1750	0.39
6.46	1.0766	0.36	6.66	1.1100	0.37	6.86	1.1433	0.38	7.06	1.1766	0.39
6.47	1.0783	0.36	6.67	1.1116	0.37	6.87	1.1450	0.38	7.07	1.1783	0.39
6.48	1.0800	0.36	6.68	1.1133	0.37	6.88	1.1466	0.38	7.08	1.1800	0.39
6.49	1.0816	0.36	6.69	1.1150	0.37	6.89	1.1483	0.38	7.09	1.1816	0.39
6.50	1.0833	0.36	6.70	1.1166	0.37	6.90	1.1500	0.38	7.10	1.1833	0.39
6.51	1.0850	0.36	6.71	1.1183	0.37	6.91	1.1516	0.38	7.11	1.1850	0.40
6.52	1.0866	0.36	6.72	1.1200	0.37	6.92	1.1533	0.38	7.12	1.1866	0.40
6.53	1.0883	0.36	6.73	1.1216	0.37	6.93	1.1550	0.39	7.13	1.1883	0.40
6.54	1.0900	0.36	6.74	1.1233	0.37	6.94	1.1566	0.39	7.14	1.1900	0.40
6.55	1.0916	0.36	6.75	1.1250	0.38	6.95	1.1583	0.39	7.15	1.1916	0.40
6.56	1.0933	0.36	6.76	1.1266	0.38	6.96	1.1600	0.39	7.16	1.1933	0.40
6.57	1.0950	0.37	6.77	1.1283	0.38	6.97	1.1616	0.39	7.17	1.1950	0.40
6.58	1.0966	0.37	6.78	1.1300	0.38	6.98	1.1633	0.39	7.18	1.1966	0.40
6.59	1.0983	0.37	6.79	1.1316	0.38	6.99	1.1650	0.39	7.19	1.1983	0.40

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths
7.20	1.2000	0.40	7.40	1.2333	0.41	7.60	1.2666	0.42	7.80	1.3000	0.43
7.21	1.2016	0.40	7.41	1.2350	0.41	7.61	1.2683	0.42	7.81	1.3016	0.43
7.22	1.2033	0.40	7.42	1.2366	0.41	7.62	1.2700	0.42	7.82	1.3033	0.43
7.23	1.2050	0.40	7.43	1.2383	0.41	7.63	1.2716	0.42	7.83	1.3050	0.44
7.24	1.2066	0.40	7.44	1.2400	0.41	7.64	1.2733	0.42	7.84	1.3066	0.44
7.25	1.2083	0.40	7.45	1.2416	0.41	7.65	1.2750	0.43	7.85	1.3083	0.44
7.26	1.2100	0.40	7.46	1.2433	0.41	7.66	1.2766	0.43	7.86	1.3100	0.44
7.27	1.2116	0.40	7.47	1.2450	0.42	7.67	1.2783	0.43	7.87	1.3116	0.44
7.28	1.2133	0.40	7.48	1.2466	0.42	7.68	1.2800	0.43	7.88	1.3133	0.44
7.29	1.2150	0.41	7.49	1.2483	0.42	7.69	1.2816	0.43	7.89	1.3150	0.44
7.30	1.2166	0.41	7.50	1.2500	0.42	7.70	1.2833	0.43	7.90	1.3166	0.44
7.31	1.2183	0.41	7.51	1.2516	0.42	7.71	1.2850	0.43	7.91	1.3183	0.44
7.32	1.2200	0.41	7.52	1.2533	0.42	7.72	1.2866	0.43	7.92	1.3200	0.44
7.33	1.2216	0.41	7.53	1.2550	0.42	7.73	1.2883	0.43	7.93	1.3216	0.44
7.34	1.2233	0.41	7.54	1.2566	0.42	7.74	1.2900	0.43	7.94	1.3233	0.44
7.35	1.2250	0.41	7.55	1.2583	0.42	7.75	1.2916	0.43	7.95	1.3250	0.44
7.36	1.2266	0.41	7.56	1.2600	0.42	7.76	1.2933	0.43	7.96	1.3266	0.44
7.37	1.2283	0.41	7.57	1.2616	0.42	7.77	1.2950	0.43	7.97	1.3283	0.44
7.38	1.2300	0.41	7.58	1.2633	0.42	7.78	1.2966	0.43	7.98	1.3300	0.44
7.39	1.2316	0.41	7.59	1.2650	0.42	7.79	1.2983	0.43	7.99	1.3316	0.44
8.00	1.3333	0.44	8.20	1.3666	0.46	8.40	1.4000	0.47	8.60	1.4333	0.48
8.01	1.3350	0.45	8.21	1.3683	0.46	8.41	1.4016	0.47	8.61	1.4350	0.48
8.02	1.3366	0.45	8.22	1.3700	0.46	8.42	1.4033	0.47	8.62	1.4366	0.48
8.03	1.3383	0.45	8.23	1.3716	0.46	8.43	1.4050	0.47	8.63	1.4383	0.48
8.04	1.3400	0.45	8.24	1.3733	0.46	8.44	1.4066	0.47	8.64	1.4400	0.48
8.05	1.3416	0.45	8.25	1.3750	0.46	8.45	1.4083	0.47	8.65	1.4416	0.48
8.06	1.3433	0.45	8.26	1.3766	0.46	8.46	1.4100	0.47	8.66	1.4433	0.48
8.07	1.3450	0.45	8.27	1.3783	0.46	8.47	1.4116	0.47	8.67	1.4450	0.48
8.08	1.3466	0.45	8.28	1.3800	0.46	8.48	1.4133	0.47	8.68	1.4466	0.48
8.09	1.3483	0.45	8.29	1.3816	0.46	8.49	1.4150	0.47	8.69	1.4483	0.48
8.10	1.3500	0.45	8.30	1.3833	0.46	8.50	1.4166	0.47	8.70	1.4500	0.48
8.11	1.3516	0.45	8.31	1.3850	0.46	8.51	1.4183	0.47	8.71	1.4516	0.48
8.12	1.3533	0.45	8.32	1.3866	0.46	8.52	1.4200	0.47	8.72	1.4533	0.48
8.13	1.3550	0.45	8.33	1.3883	0.46	8.53	1.4216	0.47	8.73	1.4550	0.49
8.14	1.3566	0.45	8.34	1.3900	0.46	8.54	1.4233	0.47	8.74	1.4566	0.49
8.15	1.3583	0.45	8.35	1.3916	0.46	8.55	1.4250	0.48	8.75	1.4583	0.49
8.16	1.3600	0.45	8.36	1.3933	0.46	8.56	1.4266	0.48	8.76	1.4600	0.49
8.17	1.3616	0.45	8.37	1.3950	0.47	8.57	1.4283	0.48	8.77	1.4616	0.49
8.18	1.3633	0.45	8.38	1.3966	0.47	8.58	1.4300	0.48	8.78	1.4633	0.49
8.19	1.3650	0.46	8.39	1.3983	0.47	8.59	1.4316	0.48	8.79	1.4650	0.49

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/2 hauteur de tonnage 1/2 tonnage depth	1/4 intervalle commun entre largeurs — 1/4 common interval between breadths		1/2 hauteur de tonnage 1/2 tonnage depth	1/4 intervalle commun entre largeurs — 1/4 common interval between breadths		1/2 hauteur de tonnage 1/2 tonnage depth	1/4 intervalle commun entre largeurs — 1/4 common interval between breadths		1/2 hauteur de tonnage 1/2 tonnage depth	1/4 intervalle commun entre largeurs — 1/4 common interval between breadths	
8.80	1.4666	0.49	9.00	1.5000	0.50	9.20	1.5333	0.51	9.40	1.5666	0.52
8.81	1.4683	0.49	9.01	1.5010	0.50	9.21	1.5350	0.51	9.41	1.5683	0.52
8.82	1.4700	0.49	9.02	1.5033	0.50	9.22	1.5300	0.51	9.42	1.5700	0.52
8.83	1.4716	0.49	9.03	1.5050	0.50	9.23	1.5383	0.51	9.43	1.5716	0.52
8.84	1.4733	0.49	9.04	1.5066	0.50	9.24	1.5400	0.51	9.44	1.5733	0.52
8.85	1.4750	0.49	9.05	1.5083	0.50	9.25	1.5416	0.51	9.45	1.5750	0.53
8.86	1.4766	0.49	9.06	1.5100	0.50	9.26	1.5433	0.51	9.46	1.5766	0.53
8.87	1.4783	0.49	9.07	1.5116	0.50	9.27	1.5450	0.52	9.47	1.5783	0.53
8.88	1.4800	0.49	9.08	1.5133	0.50	9.28	1.5466	0.52	9.48	1.5800	0.53
8.89	1.4816	0.49	9.09	1.5150	0.51	9.29	1.5483	0.52	9.49	1.5816	0.53
8.90	1.4833	0.49	9.10	1.5166	0.51	9.30	1.5500	0.52	9.50	1.5833	0.53
8.91	1.4850	0.50	9.11	1.5183	0.51	9.31	1.5516	0.52	9.51	1.5850	0.53
8.92	1.4866	0.50	9.12	1.5200	0.51	9.32	1.5533	0.52	9.52	1.5866	0.53
8.93	1.4883	0.50	9.13	1.5216	0.51	9.33	1.5550	0.52	9.53	1.5883	0.53
8.94	1.4900	0.50	9.14	1.5233	0.51	9.34	1.5566	0.52	9.54	1.5900	0.53
8.95	1.4916	0.50	9.15	1.5250	0.51	9.35	1.5583	0.52	9.55	1.5916	0.53
8.96	1.4933	0.50	9.16	1.5266	0.51	9.36	1.5600	0.52	9.56	1.5933	0.53
8.97	1.4950	0.50	9.17	1.5283	0.51	9.37	1.5616	0.52	9.57	1.5950	0.53
8.98	1.4966	0.50	9.18	1.5300	0.51	9.38	1.5633	0.52	9.58	1.5966	0.53
8.99	1.4983	0.50	9.19	1.5316	0.51	9.39	1.5650	0.52	9.59	1.5983	0.53
9.60	1.6000	0.53	9.80	1.6333	0.54	10.00	1.6666	0.56	10.20	1.7000	0.57
9.61	1.6016	0.53	9.81	1.6350	0.55	10.01	1.6683	0.56	10.21	1.7016	0.57
9.62	1.6033	0.53	9.82	1.6366	0.55	10.02	1.6700	0.56	10.22	1.7033	0.57
9.63	1.6050	0.54	9.83	1.6383	0.55	10.03	1.6716	0.56	10.23	1.7050	0.57
9.64	1.6066	0.54	9.84	1.6400	0.55	10.04	1.6733	0.56	10.24	1.7066	0.57
9.65	1.6083	0.54	9.85	1.6416	0.55	10.05	1.6750	0.56	10.25	1.7083	0.57
9.66	1.6100	0.54	9.86	1.6433	0.55	10.06	1.6766	0.56	10.26	1.7100	0.57
9.67	1.6116	0.54	9.87	1.6450	0.55	10.07	1.6783	0.56	10.27	1.7116	0.57
9.68	1.6133	0.54	9.88	1.6466	0.55	10.08	1.6800	0.56	10.28	1.7133	0.57
9.69	1.6150	0.54	9.89	1.6483	0.55	10.09	1.6816	0.56	10.29	1.7150	0.57
9.70	1.6166	0.54	9.90	1.6500	0.55	10.10	1.6833	0.56	10.30	1.7166	0.57
9.71	1.6183	0.54	9.91	1.6516	0.55	10.11	1.6850	0.56	10.31	1.7183	0.57
9.72	1.6200	0.54	9.92	1.6533	0.55	10.12	1.6866	0.56	10.32	1.7200	0.57
9.73	1.6216	0.54	9.93	1.6550	0.55	10.13	1.6883	0.56	10.33	1.7216	0.57
9.74	1.6233	0.54	9.94	1.6566	0.55	10.14	1.6900	0.56	10.34	1.7233	0.57
9.75	1.6250	0.54	9.95	1.6583	0.55	10.15	1.6916	0.56	10.35	1.7250	0.58
9.76	1.6266	0.54	9.96	1.6600	0.55	10.16	1.6933	0.56	10.36	1.7266	0.58
9.77	1.6283	0.54	9.97	1.6616	0.55	10.17	1.6950	0.57	10.37	1.7283	0.58
9.78	1.6300	0.54	9.98	1.6633	0.55	10.18	1.6966	0.57	10.38	1.7300	0.58
9.79	1.6316	0.54	9.99	1.6650	0.56	10.19	1.6983	0.57	10.39	1.7316	0.58

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/2	1/4	1/8	1/2	1/4	1/8	1/2	1/4	1/8	1/2	1/4	1/8
intervalle commun entre largeurs — 1/2 common interval between breadths			intervalle commun entre largeurs — 1/2 common interval between breadths			intervalle commun entre largeurs — 1/2 common interval between breadths			intervalle commun entre largeurs — 1/2 common interval between breadths		
10.40	1.7333	0.58	10.60	1.7666	0.59	10.80	1.8000	0.60	11.00	1.8333	0.61
10.41	1.7350	0.58	10.61	1.7683	0.59	10.81	1.8016	0.60	11.01	1.8350	0.61
10.42	1.7366	0.58	10.62	1.7700	0.59	10.82	1.8033	0.60	11.02	1.8366	0.61
10.43	1.7383	0.58	10.63	1.7716	0.59	10.83	1.8050	0.60	11.03	1.8383	0.61
10.44	1.7400	0.58	10.64	1.7733	0.59	10.84	1.8066	0.60	11.04	1.8400	0.61
10.45	1.7416	0.58	10.65	1.7750	0.59	10.85	1.8083	0.60	11.05	1.8416	0.61
10.46	1.7433	0.58	10.66	1.7766	0.59	10.86	1.8100	0.60	11.06	1.8433	0.61
10.47	1.7450	0.58	10.67	1.7783	0.59	10.87	1.8116	0.60	11.07	1.8450	0.62
10.48	1.7466	0.58	10.68	1.7800	0.59	10.88	1.8133	0.60	11.08	1.8466	0.62
10.49	1.7483	0.58	10.69	1.7816	0.59	10.89	1.8150	0.61	11.09	1.8483	0.62
10.50	1.7500	0.58	10.70	1.7833	0.59	10.90	1.8166	0.61	11.10	1.8500	0.62
10.51	1.7516	0.58	10.71	1.7850	0.60	10.91	1.8183	0.61	11.11	1.8516	0.62
10.52	1.7533	0.58	10.72	1.7866	0.60	10.92	1.8200	0.61	11.12	1.8533	0.62
10.53	1.7550	0.59	10.73	1.7883	0.60	10.93	1.8216	0.61	11.13	1.8550	0.62
10.54	1.7566	0.59	10.74	1.7900	0.60	10.94	1.8233	0.61	11.14	1.8566	0.62
10.55	1.7583	0.59	10.75	1.7916	0.60	10.95	1.8250	0.61	11.15	1.8583	0.62
10.56	1.7600	0.59	10.76	1.7933	0.60	10.96	1.8266	0.61	11.16	1.8600	0.62
10.57	1.7616	0.59	10.77	1.7950	0.60	10.97	1.8283	0.61	11.17	1.8616	0.62
10.58	1.7633	0.59	10.78	1.7966	0.60	10.98	1.8300	0.61	11.18	1.8633	0.62
10.59	1.7650	0.59	10.79	1.7983	0.60	10.99	1.8316	0.61	11.19	1.8650	0.62
11.20	1.8666	0.62	11.40	1.9000	0.63	11.60	1.9333	0.64	11.80	1.9666	0.66
11.21	1.8683	0.62	11.41	1.9016	0.63	11.61	1.9350	0.65	11.81	1.9683	0.66
11.22	1.8700	0.62	11.42	1.9033	0.63	11.62	1.9366	0.65	11.82	1.9700	0.66
11.23	1.8716	0.62	11.43	1.9050	0.64	11.63	1.9383	0.65	11.83	1.9716	0.66
11.24	1.8733	0.62	11.44	1.9066	0.64	11.64	1.9400	0.65	11.84	1.9733	0.66
11.25	1.8750	0.63	11.45	1.9083	0.64	11.65	1.9416	0.65	11.85	1.9750	0.66
11.26	1.8766	0.63	11.46	1.9100	0.64	11.66	1.9433	0.65	11.86	1.9766	0.66
11.27	1.8783	0.63	11.47	1.9116	0.64	11.67	1.9450	0.65	11.87	1.9783	0.66
11.28	1.8800	0.63	11.48	1.9133	0.64	11.68	1.9466	0.65	11.88	1.9800	0.66
11.29	1.8816	0.63	11.49	1.9150	0.64	11.69	1.9483	0.65	11.89	1.9816	0.66
11.30	1.8833	0.63	11.50	1.9166	0.64	11.70	1.9500	0.65	11.90	1.9833	0.66
11.31	1.8850	0.63	11.51	1.9183	0.64	11.71	1.9516	0.65	11.91	1.9850	0.66
11.32	1.8866	0.63	11.52	1.9200	0.64	11.72	1.9533	0.65	11.92	1.9866	0.66
11.33	1.8883	0.63	11.53	1.9216	0.64	11.73	1.9550	0.65	11.93	1.9883	0.66
11.34	1.8900	0.63	11.54	1.9233	0.64	11.74	1.9566	0.65	11.94	1.9900	0.66
11.35	1.8916	0.63	11.55	1.9250	0.64	11.75	1.9583	0.65	11.95	1.9916	0.66
11.36	1.8933	0.63	11.56	1.9266	0.64	11.76	1.9600	0.65	11.96	1.9933	0.66
11.37	1.8950	0.63	11.57	1.9283	0.64	11.77	1.9616	0.65	11.97	1.9950	0.67
11.38	1.8966	0.63	11.58	1.9300	0.64	11.78	1.9633	0.65	11.98	1.9966	0.67
11.39	1.8983	0.63	11.59	1.9316	0.64	11.79	1.9650	0.66	11.99	1.9983	0.67

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.67	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.68	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.69	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.70
12.00	2.0000	0.67	12.20	2.0333	0.68	12.40	2.0666	0.69	12.60	2.1000	0.70
12.01	2.0016	0.67	12.21	2.0350	0.68	12.41	2.0683	0.69	12.61	2.1016	0.70
12.02	2.0033	0.67	12.22	2.0366	0.68	12.42	2.0700	0.69	12.62	2.1033	0.70
12.03	2.0050	0.67	12.23	2.0383	0.68	12.43	2.0716	0.69	12.63	2.1050	0.70
12.04	2.0066	0.67	12.24	2.0400	0.68	12.44	2.0733	0.69	12.64	2.1066	0.70
12.05	2.0083	0.67	12.25	2.0416	0.68	12.45	2.0750	0.69	12.65	2.1083	0.70
12.06	2.0100	0.67	12.26	2.0433	0.68	12.46	2.0766	0.69	12.66	2.1100	0.70
12.07	2.0116	0.67	12.27	2.0450	0.68	12.47	2.0783	0.69	12.67	2.1116	0.70
12.08	2.0133	0.67	12.28	2.0466	0.68	12.48	2.0800	0.69	12.68	2.1133	0.70
12.09	2.0150	0.67	12.29	2.0483	0.68	12.49	2.0816	0.69	12.69	2.1150	0.71
12.10	2.0166	0.67	12.30	2.0500	0.68	12.50	2.0833	0.69	12.70	2.1166	0.71
12.11	2.0183	0.67	12.31	2.0516	0.68	12.51	2.0850	0.70	12.71	2.1183	0.71
12.12	2.0200	0.67	12.32	2.0533	0.68	12.52	2.0866	0.70	12.72	2.1200	0.71
12.13	2.0216	0.67	12.33	2.0550	0.69	12.53	2.0883	0.70	12.73	2.1216	0.71
12.14	2.0233	0.67	12.34	2.0566	0.69	12.54	2.0900	0.70	12.74	2.1233	0.71
12.15	2.0250	0.68	12.35	2.0583	0.69	12.55	2.0916	0.70	12.75	2.1250	0.71
12.16	2.0266	0.68	12.36	2.0600	0.69	12.56	2.0933	0.70	12.76	2.1266	0.71
12.17	2.0283	0.68	12.37	2.0616	0.69	12.57	2.0950	0.70	12.77	2.1283	0.71
12.18	2.0300	0.68	12.38	2.0633	0.69	12.58	2.0966	0.70	12.78	2.1300	0.71
12.19	2.0316	0.68	12.39	2.0650	0.69	12.59	2.0983	0.70	12.79	2.1316	0.71
12.80	2.1333	0.71	13.00	2.1666	0.72	13.20	2.2000	0.73	13.40	2.2333	0.74
12.81	2.1350	0.71	13.01	2.1683	0.72	13.21	2.2016	0.73	13.41	2.2350	0.75
12.82	2.1366	0.71	13.02	2.1700	0.72	13.22	2.2033	0.73	13.42	2.2366	0.75
12.83	2.1383	0.71	13.03	2.1716	0.72	13.23	2.2050	0.74	13.43	2.2383	0.75
12.84	2.1400	0.71	13.04	2.1733	0.72	13.24	2.2066	0.74	13.44	2.2400	0.75
12.85	2.1416	0.71	13.05	2.1750	0.73	13.25	2.2083	0.74	13.45	2.2416	0.75
12.86	2.1433	0.71	13.06	2.1766	0.73	13.26	2.2100	0.74	13.46	2.2433	0.75
12.87	2.1450	0.72	13.07	2.1783	0.73	13.27	2.2116	0.74	13.47	2.2450	0.75
12.88	2.1466	0.72	13.08	2.1800	0.73	13.28	2.2133	0.74	13.48	2.2466	0.75
12.89	2.1483	0.72	13.09	2.1816	0.73	13.29	2.2150	0.74	13.49	2.2483	0.75
12.90	2.1500	0.72	13.10	2.1833	0.73	13.30	2.2166	0.74	13.50	2.2500	0.75
12.91	2.1516	0.72	13.11	2.1850	0.73	13.31	2.2183	0.74	13.51	2.2516	0.75
12.92	2.1533	0.72	13.12	2.1866	0.73	13.32	2.2200	0.74	13.52	2.2533	0.75
12.93	2.1550	0.72	13.13	2.1883	0.73	13.33	2.2216	0.74	13.53	2.2550	0.75
12.94	2.1566	0.72	13.14	2.1900	0.73	13.34	2.2233	0.74	13.54	2.2566	0.75
12.95	2.1583	0.72	13.15	2.1916	0.73	13.35	2.2250	0.74	13.55	2.2583	0.75
12.96	2.1600	0.72	13.16	2.1933	0.73	13.36	2.2266	0.74	13.56	2.2600	0.75
12.97	2.1616	0.72	13.17	2.1950	0.73	13.37	2.2283	0.74	13.57	2.2616	0.75
12.98	2.1633	0.72	13.18	2.1966	0.73	13.38	2.2300	0.74	13.58	2.2633	0.75
12.99	2.1650	0.72	13.19	2.1983	0.73	13.39	2.2316	0.74	13.59	2.2650	0.75

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 hauteur de tonnage 1/2 tonnage depth	1/2 intervalle commun entre largeurs — 1/2 common interval between breadths
13.60	2.2666	0.76	13.80	2.3000	0.77	14.00	2.3333	0.78	14.20	2.3666	0.79
13.61	2.2683	0.76	13.81	2.3016	0.77	14.01	2.3350	0.78	14.21	2.3683	0.79
13.62	2.2700	0.76	13.82	2.3033	0.77	14.02	2.3366	0.78	14.22	2.3700	0.79
13.63	2.2716	0.76	13.83	2.3050	0.77	14.03	2.3383	0.78	14.23	2.3716	0.79
13.64	2.2733	0.76	13.84	2.3066	0.77	14.04	2.3400	0.78	14.24	2.3733	0.79
13.65	2.2750	0.76	13.85	2.3083	0.77	14.05	2.3416	0.78	14.25	2.3750	0.79
13.66	2.2766	0.76	13.86	2.3100	0.77	14.06	2.3433	0.78	14.26	2.3766	0.79
13.67	2.2783	0.76	13.87	2.3116	0.77	14.07	2.3450	0.78	14.27	2.3783	0.79
13.68	2.2800	0.76	13.88	2.3133	0.77	14.08	2.3466	0.78	14.28	2.3800	0.79
13.69	2.2816	0.76	13.89	2.3150	0.77	14.09	2.3483	0.78	14.29	2.3816	0.79
13.70	2.2833	0.76	13.90	2.3166	0.77	14.10	2.3500	0.78	14.30	2.3833	0.79
13.71	2.2850	0.76	13.91	2.3183	0.77	14.11	2.3516	0.78	14.31	2.3850	0.80
13.72	2.2866	0.76	13.92	2.3200	0.77	14.12	2.3533	0.78	14.32	2.3866	0.80
13.73	2.2883	0.76	13.93	2.3216	0.77	14.13	2.3550	0.79	14.33	2.3883	0.80
13.74	2.2900	0.76	13.94	2.3233	0.77	14.14	2.3566	0.79	14.34	2.3900	0.80
13.75	2.2916	0.76	13.95	2.3250	0.78	14.15	2.3583	0.79	14.35	2.3916	0.80
13.76	2.2933	0.76	13.96	2.3266	0.78	14.16	2.3600	0.79	14.36	2.3933	0.80
13.77	2.2950	0.77	13.97	2.3283	0.78	14.17	2.3616	0.79	14.37	2.3950	0.80
13.78	2.2966	0.77	13.98	2.3300	0.78	14.18	2.3633	0.79	14.38	2.3966	0.80
13.79	2.2983	0.77	13.99	2.3316	0.78	14.19	2.3650	0.79	14.39	2.3983	0.80
14.40	2.4000	0.80	14.60	2.4333	0.81	14.80	2.4666	0.82	15.00	2.5000	0.83
14.41	2.4016	0.80	14.61	2.4350	0.81	14.81	2.4683	0.82	15.01	2.5016	0.83
14.42	2.4033	0.80	14.62	2.4366	0.81	14.82	2.4700	0.82	15.02	2.5033	0.83
14.43	2.4050	0.80	14.63	2.4383	0.81	14.83	2.4716	0.82	15.03	2.5050	0.84
14.44	2.4066	0.80	14.64	2.4400	0.81	14.84	2.4733	0.82	15.04	2.5066	0.84
14.45	2.4083	0.80	14.65	2.4416	0.81	14.85	2.4750	0.83	15.05	2.5083	0.84
14.46	2.4100	0.80	14.66	2.4433	0.81	14.86	2.4766	0.83	15.06	2.5100	0.84
14.47	2.4116	0.80	14.67	2.4450	0.82	14.87	2.4783	0.83	15.07	2.5116	0.84
14.48	2.4133	0.80	14.68	2.4466	0.82	14.88	2.4800	0.83	15.08	2.5133	0.84
14.49	2.4150	0.81	14.69	2.4483	0.82	14.89	2.4816	0.83	15.09	2.5150	0.84
14.50	2.4166	0.81	14.70	2.4500	0.82	14.90	2.4833	0.83	15.10	2.5166	0.84
14.51	2.4183	0.81	14.71	2.4516	0.82	14.91	2.4850	0.83	15.11	2.5183	0.84
14.52	2.4200	0.81	14.72	2.4533	0.82	14.92	2.4866	0.83	15.12	2.5200	0.84
14.53	2.4216	0.81	14.73	2.4550	0.82	14.93	2.4883	0.83	15.13	2.5216	0.84
14.54	2.4233	0.81	14.74	2.4566	0.82	14.94	2.4900	0.83	15.14	2.5233	0.84
14.55	2.4250	0.81	14.75	2.4583	0.82	14.95	2.4916	0.83	15.15	2.5250	0.84
14.56	2.4266	0.81	14.76	2.4600	0.82	14.96	2.4933	0.83	15.16	2.5266	0.84
14.57	2.4283	0.81	14.77	2.4616	0.82	14.97	2.4950	0.83	15.17	2.5283	0.84
14.58	2.4300	0.81	14.78	2.4633	0.82	14.98	2.4966	0.83	15.18	2.5300	0.84
14.59	2.4316	0.81	14.79	2.4650	0.82	14.99	2.4983	0.83	15.19	2.5316	0.84

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs 1/2 common interval between breadths	3/4 intervalle commun entre largeurs 3/4 common interval between breadths	1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs 1/2 common interval between breadths	3/4 intervalle commun entre largeurs 3/4 common interval between breadths	1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs 1/2 common interval between breadths	3/4 intervalle commun entre largeurs 3/4 common interval between breadths	1/4 hauteur de tonnage 1/4 tonnage depth	1/2 intervalle commun entre largeurs 1/2 common interval between breadths	3/4 intervalle commun entre largeurs 3/4 common interval between breadths
15.20	2.5333	0.84	15.60	2.6000	0.87	16.00	2.6666	0.89	16.40	2.7333	0.91
15.21	2.5350	0.85	15.61	2.6016	0.87	16.01	2.6683	0.89	16.41	2.7350	0.91
15.22	2.5366	0.85	15.62	2.6033	0.87	16.02	2.6700	0.89	16.42	2.7366	0.91
15.23	2.5383	0.85	15.63	2.6050	0.87	16.03	2.6716	0.89	16.43	2.7383	0.91
15.24	2.5400	0.85	15.64	2.6066	0.87	16.04	2.6733	0.89	16.44	2.7400	0.91
15.25	2.5416	0.85	15.65	2.6083	0.87	16.05	2.6750	0.89	16.45	2.7416	0.91
15.26	2.5433	0.85	15.66	2.6100	0.87	16.06	2.6766	0.89	16.46	2.7433	0.91
15.27	2.5450	0.85	15.67	2.6116	0.87	16.07	2.6783	0.89	16.47	2.7450	0.92
15.28	2.5466	0.85	15.68	2.6133	0.87	16.08	2.6800	0.89	16.48	2.7466	0.92
15.29	2.5483	0.85	15.69	2.6150	0.87	16.09	2.6816	0.89	16.49	2.7483	0.92
15.30	2.5500	0.85	15.70	2.6166	0.87	16.10	2.6833	0.89	16.50	2.7500	0.92
15.31	2.5516	0.85	15.71	2.6183	0.87	16.11	2.6850	0.90	16.51	2.7516	0.92
15.32	2.5533	0.85	15.72	2.6200	0.87	16.12	2.6866	0.90	16.52	2.7533	0.92
15.33	2.5550	0.85	15.73	2.6216	0.87	16.13	2.6883	0.90	16.53	2.7550	0.92
15.34	2.5566	0.85	15.74	2.6233	0.87	16.14	2.6900	0.90	16.54	2.7566	0.92
15.35	2.5583	0.85	15.75	2.6250	0.88	16.15	2.6916	0.90	16.55	2.7583	0.92
15.36	2.5600	0.85	15.76	2.6266	0.88	16.16	2.6933	0.90	16.56	2.7600	0.92
15.37	2.5616	0.85	15.77	2.6283	0.88	16.17	2.6950	0.90	16.57	2.7616	0.92
15.38	2.5633	0.85	15.78	2.6300	0.88	16.18	2.6966	0.90	16.58	2.7633	0.92
15.39	2.5650	0.86	15.79	2.6316	0.88	16.19	2.6983	0.90	16.59	2.7650	0.92
15.40	2.5666	0.86	15.80	2.6333	0.88	16.20	2.7000	0.90	16.60	2.7666	0.92
15.41	2.5683	0.86	15.81	2.6350	0.88	16.21	2.7016	0.90	16.61	2.7683	0.92
15.42	2.5700	0.86	15.82	2.6366	0.88	16.22	2.7033	0.90	16.62	2.7700	0.92
15.43	2.5716	0.86	15.83	2.6383	0.88	16.23	2.7050	0.90	16.63	2.7716	0.92
15.44	2.5733	0.86	15.84	2.6400	0.88	16.24	2.7066	0.90	16.64	2.7733	0.92
15.45	2.5750	0.86	15.85	2.6416	0.88	16.25	2.7083	0.90	16.65	2.7750	0.93
15.46	2.5766	0.86	15.86	2.6433	0.88	16.26	2.7100	0.90	16.66	2.7766	0.93
15.47	2.5783	0.86	15.87	2.6450	0.88	16.27	2.7116	0.90	16.67	2.7783	0.93
15.48	2.5800	0.86	15.88	2.6466	0.88	16.28	2.7133	0.90	16.68	2.7800	0.93
15.49	2.5816	0.86	15.89	2.6483	0.88	16.29	2.7150	0.91	16.69	2.7816	0.93
15.50	2.5833	0.86	15.90	2.6500	0.88	16.30	2.7166	0.91	16.70	2.7833	0.93
15.51	2.5850	0.86	15.91	2.6516	0.88	16.31	2.7183	0.91	16.71	2.7850	0.93
15.52	2.5866	0.86	15.92	2.6533	0.88	16.32	2.7200	0.91	16.72	2.7866	0.93
15.53	2.5883	0.86	15.93	2.6550	0.89	16.33	2.7216	0.91	16.73	2.7883	0.93
15.54	2.5900	0.86	15.94	2.6566	0.89	16.34	2.7233	0.91	16.74	2.7900	0.93
15.55	2.5916	0.86	15.95	2.6583	0.89	16.35	2.7250	0.91	16.75	2.7916	0.93
15.56	2.5933	0.86	15.96	2.6600	0.89	16.36	2.7266	0.91	16.76	2.7933	0.93
15.57	2.5950	0.87	15.97	2.6616	0.89	16.37	2.7283	0.91	16.77	2.7950	0.93
15.58	2.5966	0.87	15.98	2.6633	0.89	16.38	2.7300	0.91	16.78	2.7966	0.93
15.59	2.5983	0.87	15.99	2.6650	0.89	16.39	2.7316	0.91	16.79	2.7983	0.93

(Nouveau) Tableau II B (suite)

(New) Table II B (continued)

Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth			Hauteur de tonnage Tonnage depth		
$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.93	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.95	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.97	$\frac{1}{4}$ hauteur de tonnage $\frac{1}{4}$ tonnage depth	$\frac{1}{2}$ intervalle commun entre largeurs — $\frac{1}{2}$ common interval between breadths	0.98
16.80	2.8000	0.93	17.10	2.8500	0.95	17.40	2.9000	0.97	17.70	2.9500	0.98
16.81	2.8016	0.93	17.11	2.8516	0.95	17.41	2.9016	0.97	17.71	2.9516	0.98
16.82	2.8033	0.93	17.12	2.8533	0.95	17.42	2.9033	0.97	17.72	2.9533	0.98
16.83	2.8050	0.94	17.13	2.8550	0.95	17.43	2.9050	0.97	17.73	2.9550	0.99
16.84	2.8066	0.94	17.14	2.8566	0.95	17.44	2.9066	0.97	17.74	2.9566	0.99
16.85	2.8083	0.94	17.15	2.8583	0.95	17.45	2.9083	0.97	17.75	2.9583	0.99
16.86	2.8100	0.94	17.16	2.8600	0.95	17.46	2.9100	0.97	17.76	2.9600	0.99
16.87	2.8116	0.94	17.17	2.8616	0.95	17.47	2.9116	0.97	17.77	2.9616	0.99
16.88	2.8133	0.94	17.18	2.8633	0.95	17.48	2.9133	0.97	17.78	2.9633	0.99
16.89	2.8150	0.94	17.19	2.8650	0.95	17.49	2.9150	0.97	17.79	2.9650	0.99
16.90	2.8166	0.94	17.20	2.8666	0.96	17.50	2.9166	0.97	17.80	2.9666	0.99
16.91	2.8183	0.94	17.21	2.8683	0.96	17.51	2.9183	0.97	17.81	2.9683	0.99
16.92	2.8200	0.94	17.22	2.8700	0.96	17.52	2.9200	0.97	17.82	2.9700	0.99
16.93	2.8216	0.94	17.23	2.8716	0.96	17.53	2.9216	0.97	17.83	2.9716	0.99
16.94	2.8233	0.94	17.24	2.8733	0.96	17.54	2.9233	0.97	17.84	2.9733	0.99
16.95	2.8250	0.94	17.25	2.8750	0.96	17.55	2.9250	0.98	17.85	2.9750	0.99
16.96	2.8266	0.94	17.26	2.8766	0.96	17.56	2.9266	0.98	17.86	2.9766	0.99
16.97	2.8283	0.94	17.27	2.8783	0.96	17.57	2.9283	0.98	17.87	2.9783	0.99
16.98	2.8300	0.94	17.28	2.8800	0.96	17.58	2.9300	0.98	17.88	2.9800	0.99
16.99	2.8316	0.94	17.29	2.8816	0.96	17.59	2.9316	0.98	17.89	2.9816	0.99
17.00	2.8333	0.94	17.30	2.8833	0.96	17.60	2.9333	0.98	17.90	2.9833	0.99
17.01	2.8350	0.95	17.31	2.8850	0.96	17.61	2.9350	0.98	17.91	2.9850	1.00
17.02	2.8366	0.95	17.32	2.8866	0.96	17.62	2.9366	0.98	17.92	2.9866	1.00
17.03	2.8383	0.95	17.33	2.8883	0.96	17.63	2.9383	0.98	17.93	2.9883	1.00
17.04	2.8400	0.95	17.34	2.8900	0.96	17.64	2.9400	0.98	17.94	2.9900	1.00
17.05	2.8416	0.95	17.35	2.8916	0.96	17.65	2.9416	0.98	17.95	2.9916	1.00
17.06	2.8433	0.95	17.36	2.8933	0.96	17.66	2.9433	0.98	17.96	2.9933	1.00
17.07	2.8450	0.95	17.37	2.8950	0.97	17.67	2.9450	0.98	17.97	2.9950	1.00
17.08	2.8466	0.95	17.38	2.8966	0.97	17.68	2.9466	0.98	17.98	2.9966	1.00
17.09	2.8483	0.95	17.39	2.8983	0.97	17.69	2.9483	0.98	17.99	2.9983	1.00

(Nouveau) Tableau III A
DE CONVERSION DE TONNEAUX
DE JAUGE EN MÈTRES CUBES

(New) Table III A
FOR CONVERTING REGISTER
TONS INTO CUBIC METRES

Ton- neaux Tons	Mètres cubes Cubic metres							Ton- neaux Tons	Mètres cubes Cubic metres						
	1 fois once	10 fois 10 times	100 fois 100 times	1,000 fois 1,000 times	10,000 fois 10,000 times	100,000 fois 100,000 times	1,000,000 fois 1,000,000 times		1 fois once	10 fois 10 times	100 fois 100 times	1,000 fois 1,000 times	10,000 fois 10,000 times	100,000 fois 100,000 times	
1	2	8	3	2	8	6	119	51	144	4	7	5	9	2	068
2	5	6	6	5	7	2	238	52	147	3	0	8	7	8	187
3	8	4	9	8	5	8	357	53	150	1	4	1	6	4	306
4	11	3	3	1	4	4	476	54	152	9	7	4	5	0	425
5	14	1	6	4	3	0	595	55	155	8	0	7	3	6	544
6	16	9	9	7	1	6	714	56	158	6	4	0	2	2	663
7	19	8	3	0	0	2	833	57	161	4	7	3	0	8	782
8	22	6	6	2	8	8	952	58	164	3	0	5	9	4	901
9	25	4	9	5	7	5	071	59	167	1	3	8	8	1	020
10	28	3	2	8	6	1	190	60	169	9	7	1	6	7	139
11	31	1	6	1	4	7	309	61	172	8	0	4	5	3	258
12	33	9	9	4	3	3	428	62	175	6	3	7	3	9	377
13	36	8	2	7	1	9	547	63	178	4	7	0	2	5	496
14	39	6	6	0	0	5	666	64	181	3	0	3	1	1	615
15	42	4	9	2	9	1	785	65	184	1	3	5	9	7	734
16	45	3	2	5	7	7	904	66	186	9	6	8	8	3	853
17	48	1	5	8	6	4	023	67	189	8	0	1	6	9	972
18	50	9	9	1	5	0	142	68	192	6	3	4	5	6	091
19	53	8	2	4	3	6	261	69	195	4	6	7	4	2	210
20	56	6	5	7	2	2	380	70	198	3	0	0	2	8	329
21	59	4	9	0	0	8	499	71	201	1	3	3	1	4	448
22	62	3	2	2	9	4	618	72	203	9	6	6	0	0	567
23	65	1	5	5	8	1	737	73	206	7	9	8	8	6	686
24	67	9	8	8	6	0	856	74	209	6	3	1	7	2	805
25	70	8	2	1	5	2	975	75	212	4	6	4	5	8	924
26	73	6	5	4	3	9	093	76	215	2	9	7	4	5	042
27	76	4	8	7	2	5	212	77	218	1	3	0	3	1	161
28	79	3	2	0	1	1	331	78	220	9	6	3	1	7	280
29	82	1	5	2	9	7	450	79	223	7	9	6	0	3	399
30	84	9	8	5	8	3	569	80	226	6	2	8	8	9	518
31	87	8	1	8	6	9	688	81	229	4	6	1	7	5	637
32	90	6	5	1	5	5	807	82	232	2	9	4	6	1	756
33	93	4	8	4	4	1	926	83	235	1	2	7	4	7	875
34	96	3	1	7	2	8	045	84	237	9	6	0	3	3	994
35	99	1	5	0	1	4	164	85	240	7	9	3	2	0	113
36	101	9	8	3	0	0	283	86	243	6	2	6	0	6	232
37	104	8	1	5	8	6	402	87	246	4	5	8	9	2	351
38	107	6	4	8	7	2	521	88	249	2	9	1	7	8	470
39	110	4	8	1	5	8	640	89	252	1	2	4	6	4	589
40	113	3	1	4	4	4	759	90	254	9	5	7	5	0	708
41	116	1	4	7	3	0	878	91	257	7	9	0	3	6	827
42	118	9	8	0	1	6	997	92	260	6	2	3	2	2	946
43	121	8	1	3	0	3	116	93	263	4	5	6	0	9	065
44	124	6	4	5	8	9	235	94	266	2	8	8	9	5	184
45	127	4	7	8	7	5	354	95	269	1	2	1	8	1	303
46	130	3	1	1	6	1	473	96	271	9	5	4	6	7	422
47	133	1	4	4	4	7	592	97	274	7	8	7	5	3	541
48	135	9	7	7	3	3	711	98	277	6	2	0	3	9	660
49	138	8	1	0	1	9	830	99	280	4	5	3	2	5	779
50	141	6	4	3	0	5	949	100	283	2	8	6	1	1	898

(Nouveau) Tableau III B
DE CONVERSION DE TONNEAUX
DE JAUGE EN MÈTRES CUBES

(New) Table III B
FOR CONVERTING REGISTER TONS
INTO CUBIC METRES

Tonneaux Tons	Mètres cubes Cubic metres	Tonneaux Tons	Mètres cubes Cubic metres
0.01	0.028	0.51	1.445
0.02	0.057	0.52	1.473
0.03	0.085	0.53	1.501
0.04	0.113	0.54	1.530
0.05	0.142	0.55	1.558
0.06	0.170	0.56	1.586
0.07	0.198	0.57	1.615
0.08	0.227	0.58	1.643
0.09	0.255	0.59	1.671
0.10	0.283	0.60	1.700
0.11	0.312	0.61	1.728
0.12	0.340	0.62	1.756
0.13	0.368	0.63	1.785
0.14	0.397	0.64	1.813
0.15	0.425	0.65	1.841
0.16	0.453	0.66	1.870
0.17	0.482	0.67	1.898
0.18	0.510	0.68	1.926
0.19	0.538	0.69	1.955
0.20	0.567	0.70	1.983
0.21	0.595	0.71	2.011
0.22	0.623	0.72	2.040
0.23	0.652	0.73	2.068
0.24	0.680	0.74	2.096
0.25	0.708	0.75	2.125
0.26	0.737	0.76	2.153
0.27	0.765	0.77	2.181
0.28	0.793	0.78	2.210
0.29	0.822	0.79	2.238
0.30	0.850	0.80	2.266
0.31	0.878	0.81	2.295
0.32	0.907	0.82	2.323
0.33	0.935	0.83	2.351
0.34	0.963	0.84	2.380
0.35	0.992	0.85	2.408
0.36	1.020	0.86	2.436
0.37	1.048	0.87	2.465
0.38	1.076	0.88	2.493
0.39	1.105	0.89	2.521
0.40	1.133	0.90	2.550
0.41	1.161	0.91	2.578
0.42	1.190	0.92	2.606
0.43	1.218	0.93	2.635
0.44	1.246	0.94	2.663
0.45	1.275	0.95	2.691
0.46	1.303	0.96	2.720
0.47	1.331	0.97	2.748
0.48	1.360	0.98	2.776
0.49	1.388	0.99	2.805
0.50	1.416	1.00	2.833

(Nouveau) Tableau IV A
DE CONVERSION DE MÈTRES CUBES
EN TONNEAUX DE JAUGE

(New) Table IV A
FOR CONVERTING CUBIC METRES
INTO REGISTER TONS

Mètres cubes Cubic metres	Tonneaux Tons				Mètres cubes Cubic metres	Tonneaux Tons			
	1 fois once	10 fois 10 times	100 fois 100 times	1,000 fois 1,000 times		1 fois once	10 fois 10 times	100 fois 100 times	1,000 fois 1,000 times
1	0	3	5	3	51	18	0	0	3
2	0	7	0	6	52	18	3	5	6
3	1	0	5	9	53	18	7	0	9
4	1	4	1	2	54	19	0	6	2
5	1	7	6	5	55	19	4	1	5
6	2	1	1	8	56	19	7	6	8
7	2	4	7	1	57	20	1	2	1
8	2	8	2	4	58	20	4	7	4
9	3	1	7	7	59	20	8	2	7
10	3	5	3	0	60	21	1	8	0
11	3	8	8	3	61	21	5	3	3
12	4	2	3	6	62	21	8	8	6
13	4	5	8	9	63	22	2	3	9
14	4	9	4	2	64	22	5	9	2
15	5	2	9	5	65	22	9	4	5
16	5	6	4	8	66	23	2	9	8
17	6	0	0	1	67	23	6	5	1
18	6	3	5	4	68	24	0	0	4
19	6	7	0	7	69	24	3	5	7
20	7	0	6	0	70	24	7	1	0
21	7	4	1	3	71	25	0	6	3
22	7	7	6	6	72	25	4	1	6
23	8	1	1	9	73	25	7	6	9
24	8	4	7	2	74	26	1	2	2
25	8	8	2	5	75	26	4	7	5
26	9	1	7	8	76	26	8	2	8
27	9	5	3	1	77	27	1	8	1
28	9	8	8	4	78	27	5	3	4
29	10	2	3	7	79	27	8	8	7
30	10	5	9	0	80	28	2	4	0
31	10	9	4	3	81	28	5	9	3
32	11	2	9	6	82	28	9	4	6
33	11	6	4	9	83	29	2	9	9
34	12	0	0	2	84	29	6	5	2
35	12	3	5	5	85	30	0	0	5
36	12	7	0	8	86	30	3	5	8
37	13	0	6	1	87	30	7	1	1
38	13	4	1	4	88	31	0	6	4
39	13	7	6	7	89	31	4	1	7
40	14	1	2	0	90	31	7	7	0
41	14	4	7	3	91	32	1	2	3
42	14	8	2	6	92	32	4	7	6
43	15	1	7	9	93	32	8	2	9
44	15	5	3	2	94	33	1	8	2
45	15	8	8	5	95	33	5	3	5
46	16	2	3	8	96	33	8	8	8
47	16	5	9	1	97	34	2	4	1
48	16	9	4	4	98	34	5	9	4
49	17	2	9	7	99	34	9	4	7
50	17	6	5	0	100	35	3	0	0

(Nouveau) Tableau IV B
DE CONVERSION DE MÈTRES CUBES
EN TONNEAUX DE JAUGE

(New) Table IV B
FOR CONVERTING CUBIC METRES
INTO REGISTER TONS

Mètres cubes Cubic metres	Tonneaux Tons	Mètres cubes Cubic metres	Tonneaux Tons
0.01	0.004	0.51	0.180
0.02	0.007	0.52	0.184
0.03	0.011	0.53	0.187
0.04	0.014	0.54	0.191
0.05	0.018	0.55	0.194
0.06	0.021	0.56	0.198
0.07	0.025	0.57	0.201
0.08	0.028	0.58	0.205
0.09	0.032	0.59	0.208
0.10	0.035	0.60	0.212
0.11	0.039	0.61	0.215
0.12	0.042	0.62	0.219
0.13	0.046	0.63	0.222
0.14	0.049	0.64	0.226
0.15	0.053	0.65	0.229
0.16	0.056	0.66	0.233
0.17	0.060	0.67	0.237
0.18	0.064	0.68	0.240
0.19	0.067	0.69	0.244
0.20	0.071	0.70	0.247
0.21	0.074	0.71	0.251
0.22	0.078	0.72	0.254
0.23	0.081	0.73	0.258
0.24	0.085	0.74	0.261
0.25	0.088	0.75	0.265
0.26	0.092	0.76	0.268
0.27	0.095	0.77	0.272
0.28	0.099	0.78	0.275
0.29	0.102	0.79	0.279
0.30	0.106	0.80	0.282
0.31	0.109	0.81	0.286
0.32	0.113	0.82	0.289
0.33	0.116	0.83	0.293
0.34	0.120	0.84	0.297
0.35	0.124	0.85	0.300
0.36	0.127	0.86	0.304
0.37	0.131	0.87	0.307
0.38	0.134	0.88	0.311
0.39	0.138	0.89	0.314
0.40	0.141	0.90	0.318
0.41	0.145	0.91	0.321
0.42	0.148	0.92	0.325
0.43	0.152	0.93	0.328
0.44	0.155	0.94	0.332
0.45	0.159	0.95	0.335
0.46	0.162	0.96	0.339
0.47	0.166	0.97	0.342
0.48	0.169	0.98	0.346
0.49	0.173	0.99	0.349
0.50	0.177	1.00	0.353

(NOUVEAUX) EXEMPLES.

EXEMPLE DE L'APPLICATION DU
TABLEAU III DE CONVERSION
DE TONNEAUX DE JAUGE EN
MÈTRES CUBES.

On doit convertir 36,503.85
tonneaux de jauge en mètres
cubes:

		T.J.—R.T.		M. ³
Du Tableau } From Table }	III A . .	36.000	=	101,983.003
" " }	III A . .	500	=	1,416.431
" " }	III A . .	3	=	8.499
" " }	III B . .	0.85	=	2.408
		36,503.85	=	103,410.341
				~ 103,410.34

(NEW) EXAMPLES.

EXAMPLE FOR APPLICATION
OF TABLE III FOR CONVERTING
REGISTER TONS INTO CUBIC
METRES.

One has to convert 36,503.85
register tons into cubic
metres:

EXEMPLE DE L'APPLICATION DU
TABLEAU IV DE CONVERSION DE
MÈTRES CUBES EN TONNEAUX
DE JAUGE.

On doit convertir 89,738.92
mètres cubes en tonneaux de
jauge:

		M. ³		T.J.—R.T.
Du Tableau } From Table }	IV A . .	89,000	=	31,417.000
" " }	IV A . .	730	=	257.690
" " }	IV A . .	8	=	2.824
" " }	IV B . .	0.92	=	0.325
		89,738.92	=	31,677.839
				~ 31,677.84

EXAMPLE FOR APPLICATION OF
TABLE IV FOR CONVERTING
CUBIC METRES INTO REGISTER
TONS.

One has to convert 89,738.92
cubic metres into register
tons:

EXEMPLE DE L'APPLICATION DU
TABLEAU V DE CONVERSION
DE PIEDS EN MÈTRES.

On doit convertir 428,15 pieds
en mètres:

		Pieds—Feet		Mètres
Du Tableau } From Table }	V A . . .	420	=	128.014
" " }	V A . . .	8	=	2.438
" " }	V B . . .	0.15	=	0.046
		428.15	=	130.498
				~ 130.50

EXAMPLE FOR APPLICATION OF
TABLE V FOR CONVERTING FEET
INTO METRES.

One has to convert 428.15
feet into metres:

EXEMPLE DE L'APPLICATION DU
TABLEAU VI DE CONVERSION
DE MÈTRES EN PIEDS.

On doit convertir 145,67 mètres
en pieds:

EXAMPLE FOR APPLICATION
OF TABLE VI FOR CONVERTING
METRES INTO FEET.

One has to convert 145.67
metres into feet:

		Mètres	=	Pieds—Feet
Du Tableau	}	VI A . . .	140	= 459.326
From Table		VI A . . .	5	= 16.405
"		VI B . . .	0.67	= 2.198
		<hr/>		
		145.67	=	477.929
				≈ 477.93

Geneva, September 15th, 1934.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT.

MARITIME TONNAGE MEASUREMENT.

Report to the Advisory and Technical Committee on Communications and Transit by the Chairman and the Rapporteur of the Technical Committee for Maritime Tonnage Measurement on the Replies received from the Governments to the Circular Letter forwarding the Results of the Technical Committee's Work.

ANNEX 1.

REPLIES OF THE GOVERNMENTS TO THE CIRCULAR LETTER
COMMUNICATING TO THEM THE RESULTS OF THE WORK OF THE
TECHNICAL COMMITTEE ON MARITIME TONNAGE MEASUREMENT.

I. GENERAL OBSERVATIONS.

Germany.

December 13th, 1932.

The German Government has, from the outset, welcomed the attempt to establish an international uniform method of maritime tonnage measurement, and believes that the draft instructions drawn up by the Technical Committee represent valuable work which seems calculated to facilitate very considerably international agreements on this subject between maritime countries. Germany, like many other countries, has concluded inter-State agreements regarding the mutual recognition of tonnage papers in particular, with the United Kingdom and countries whose national tonnage measurement system is based on the British system. The German Government considers it desirable, in the first place, to communicate in due course with the contracting parties to the above-mentioned treaties regarding the situation created by the result of the Committee's preliminary work, and will send further communications later.

United Kingdom.

July 8th, 1932.

The competent officials of His Majesty's Government have, during recent months, been very fully occupied with the work involved in drawing up the necessary regulations and taking other action of various kinds to bring into operation the International Convention for the Safety of Life at Sea, 1929, and the International Load-Line Convention, 1930, and also in preparing the ground for the introduction of revised International Collision Regulations as recommended by the International Safety Conference of 1929. It is hoped that it will prove possible to bring the Load-Line Convention into operation at the beginning of 1933, and the Safety Convention and revised International Collision Regulations shortly after; but for some considerable time to come the competent officials of His Majesty's Government will be very fully occupied in dealing with matters arising out of the operation of the new conventions and regulations.

2. The Load-Line and Safety Conventions and the International Collision Regulations all have a very direct bearing on the safety of life at sea, and have necessarily had to be given preference over other questions, including that of tonnage measurements. His Majesty's Government have accordingly been unable to make more than a preliminary examination of the proposed International Tonnage Regulations, and they are not yet in a position, and do not expect for some little time to be in a position, to consult the various British interests concerned (e.g., shipowners, dock and harbour authorities) in regard to these regulations.

3. The matter is not, however, in their opinion, one either of great practical importance or of urgency, as the position is, for all practical purposes, adequately covered by the bilateral agreements which exist between most, if not all, of the principal maritime Powers for the mutual recognition of tonnage certificates. It is true that many of these agreements were made some considerable time ago, and it is appreciated that minor differences in regulations, which have been accepted as substantially equivalent, and in the application of those regulations, may have crept in; and the report of the Technical Committee which calls attention to the points on which these differences arise, and the draft Regulations which the Committee have since drawn up, will prove most useful when His Majesty's Government have occasion to review the arrangements made by them with other maritime Powers for the mutual recognition of tonnage certificates. But it is believed that, for the most part, the differences between the tonnage regulations of the various countries are not of major importance, and, in the opinion of His Majesty's Government, there does not appear to be any necessity to hold an International Conference to deal with the matter, in view of the satisfactory degree of uniformity which already exists in actual practice.

4. While His Majesty's Government appreciate highly the work undertaken by the Technical Committee on Maritime Tonnage Measurement, they have not yet been able, therefore, for the reasons stated above, to examine in any detail the draft Regulations for tonnage measurement of ships nor to consult the various British interests concerned. In the view of His Majesty's Government, the best procedure would probably be for the different Governments concerned to consider whether, in the light of the information furnished in the reports of the Technical Committee, any action is required in connection with their existing regulations or their existing bilateral agreements for the mutual recognition of tonnage certificates. His Majesty's Government propose to adopt this course and, as soon as circumstances permit, they will consider, in consultation with the interests concerned, the draft Regulations prepared by the Committee with special reference to any points in which they differ from the British regulations.

5. As it is understood that the draft Regulations are based mainly on the British tonnage regulations, it is not anticipated that this survey of the position will suggest any important alteration in the British regulations; but it may suggest one or two points which call for an adjustment of the present arrangements with other countries for the mutual recognition of tonnage certificates, and, if this should prove to be the case, His Majesty's Government will communicate with the Governments concerned.

Denmark.

February 14th, 1933.

The Danish Government states that the Tonnage Measurement Regulations proposed by the Technical Committee do not differ from those used in Denmark sufficiently to necessitate any change in the Danish regulations, and that the circles concerned in Denmark are opposed to the establishment at present of tonnage measurement regulations which would require changes affecting existing ships.

The Danish Government therefore feels it should recommend that the question of the introduction of new international provisions concerning the tonnage measurement of ships should be deferred.

Irish Free State.

March 10th, 1932.

The draft Regulations have been examined in the competent department in the Irish Free State and are considered satisfactory. The Government of the Irish Free State are accordingly prepared to agree to the adoption of the draft Regulations as the international standard.

Some such arrangement as the international agreement suggested in the draft Transitory Provisions appears to be a suitable way to proceed to give effect to the new Regulations. So far as the Irish Free State is concerned, the Regulations, when accepted internationally, can be introduced by a simple amendment of the existing law. As no question of urgency is present, it will be desirable to allow for a reasonable period of time between promulgation and date of enforcement, so that inconvenience will not be caused to the shipping interests and the authorities concerned, and no doubt it will also be found possible to arrange for the simultaneous adoption of the Regulations in the various maritime countries.

Iceland.

March 15th, 1933.

The Government of Iceland is in agreement with the Danish Government in recommending that the question of the application of new International Regulations for the Tonnage Measurement of Vessels should be left pending.

Italy.

February 22nd, 1934.

Transitory Provisions.—Articles 1 and 2 of these provisions give sufficient protection to ships already in use, or under construction, at the date of the coming into force of the Regulations, in respect of which it is not intended that the application of the new Regulations shall be required.

It would seem, however, that, in Article 2, different treatment is provided in the case of *measurement* (paragraph 2) and *remeasurement* (paragraph 3) of such ships. In the case of measurement, it is said that, unless requested by the shipowner, the International Regulations shall not apply to ships whose *keel was laid* before the entry into force of the said Regulations; on the other hand, in the case of remeasurement, it is said that the Rules shall not apply to ships which have been presented for measurement before the coming into force, etc.

Since ships are measured before being fully fitted out, the case might arise of ships whose keel was laid before the coming into force of the Regulations but which at that date were not yet completed and therefore would be measured after the said coming into force; it is possible that, later, such ships would have to be *remeasured* by reasons of changes occurring in the meantime. In the case of such ships, the application of the new Rules would be compulsory at the time of *remeasurement*, whereas at the time of the original measurement their application was optional. In order to avoid the possibility of such an inconsistency, it would be desirable to adopt the same rule for *remeasurement* as for *measurement* and to change the third paragraph accordingly.

It is also thought desirable to provide in the last paragraph for the case of *remeasurement* of vessels which have previously been under a foreign flag.

To make this clearer, it is proposed to alter the order of this paragraph, which, in view of the above observations, might read as follows :

“ Save at the request of the owner, the International Regulations shall not apply to *remeasurement* on account of alterations in the construction or use of spaces or of nationalisation by change of flag of ships the keel of which has been laid before the coming into force of the International Regulations; the provisions of Article 1 shall be applicable to tonnage certificates issued for such ships.”

Japan.

August 12th, 1932.

The Japanese Government is of opinion that the establishment and putting into force of International Regulations for tonnage measurement of ships are of the very greatest importance and therefore hopes that the work undertaken by the League of Nations will be continued in the future with unabated vigour. Nevertheless, it is of opinion that the necessity for such regulations cannot be gauged fully until they also apply to the Suez and Panama Canals, and that the establishment of such regulations can be considered useful only on that condition. The Japanese Government is therefore of opinion that it would be desirable, with a view to establishing and putting into force International Regulations concerning the tonnage measurement of sea-going vessels, to convene under the auspices of the League an International Conference composed of representatives of all Powers and, if possible, of representatives of the Panama and Suez Canals.

For this reason the Japanese Government submits general observations with regard to the draft regulations for tonnage measurement of ships and a memorandum giving its view on each article of the draft.

1. The International Regulations should be applied, not only by all Governments, but also for the calculation of tonnage as a basis for fixing tolls on the Suez and Panama Canals, which very closely affect the seagoing shipping of the various countries.

2. The International Regulations should, as far as possible, be of an impartial character and should be adapted to the real circumstances of all ships.

3. The International Regulations should, as far as possible, be simple, clear and practicable, provided that they do not infringe the principles referred to in the previous two paragraphs.

Should the International Regulations be amended in accordance with the observations made in the memorandum referred to, it is desirable that ships measured before the coming into force of the said Regulations should be treated as follows :

(a) The measurement of spaces under the tonnage deck, of spaces between each deck situated between the tonnage deck and the upper deck, of spaces on the upper deck and deductible spaces, such as propelling-power spaces, carried out under the British rule, properly so called, concerning tonnage measurement, may be regarded as having been carried out according to the International Regulations, and it would therefore not be necessary to *remeasure* under the latter. Nevertheless, in cases in which the International Regulations require new measurements or calculations for the fixing of gross and net tonnage, measurement or calculation should be made under the new rules. Thus, measurement will be carried out entirely in accordance with the new Regulations, and the international tonnage certificate to that effect will be issued within five years following the date of the coming into force of the International Regulations.

(b) Ships measured under tonnage measurement regulations other than the British rule, properly so called, must all be *remeasured* in accordance with the new Regulations, and provided with an international tonnage certificate, within five years from the introduction of the International Regulations.

(c) The mutual agreements existing between Powers with regard to tonnage measurement of ships should remain valid, as in the past, in respect of ships which have not yet been *remeasured* in accordance with the provisions quoted in the previous two paragraphs.

Norway.

December 31st, 1932.

The Norwegian Control Office for Tonnage Measurement, referred to hereafter as the Control Office, having considered the supplementary report and the draft of International Regulations, and seeing that the latter will give practically the same results as the present Norwegian Rules, is of opinion that the documents presented by the Technical Committee will form a good basis for the discussion at an International Conference which it is proposed to call to deal with this subject.

The Control Office is also of opinion that the international agreement aimed at should take the form of a convention to which the Regulations should be an annex.

It is presumed that the draft of this convention will be submitted to the interested Governments in order that these may express their views on it before the League of Nations calls an International Conference.

The Control Office, seeing that the Regulations have been prepared with the so-called British system for tonnage measurement as a basis, wishes to point out that this must be said to be an advantage irrespective of the fact that the said system presents certain anomalies.

Owing to the fact that the countries employing the British system greatly outnumber those employing other existing systems for tonnage measurement, the adoption of a system departing from the British would, no doubt, cause a considerable amount of work in readjusting dues in the countries concerned. Nor, as far as the Control Office knows, has there been any demand for alterations in the principles of the British system from the interested Governments or shipowners.

It may be said that it is of minor importance to call an International Conference to adopt the British system now already used by the majority of sea-faring nations. It must, however, be realised that the rules now in force in the various countries, although based on the British system, are not verbally identical. This fact causes differences in the interpretation and application of these rules, thus leading to an unequitable treatment of maritime commerce between countries.

No trade, probably, is more international than the shipping trade. It is, therefore, only fair and logical that the basis upon which ships' dues are levied should be the same in all countries.

The adoption of verbally identical Regulations for tonnage measurement will, to a great extent, contribute to this. In order, however, to obtain the greatest possible uniformity with regard to the interpretation and application of these, the Control Office strongly recommends that the said International Conference put forward the question of the establishment of an international body to deal with any questions that may arise regarding maritime tonnage measurement. Provisions concerning the task and power of this body should be embodied in the convention.

The Control Office also wishes to emphasise the importance of the authorities of the Suez Canal and the Panama Canal being requested to take part in the forthcoming International Conference. The fact that the majority of sea-going ships, besides holding the national tonnage certificate, must be provided with special tonnage certificates for the said canals prepared according to different systems, gives rise to considerable work for the tonnage authorities.

OBSERVATIONS ON THE SUPPLEMENTARY REPORT.

Formulae of Measurement (Appendices I A, I A/B, I B, I C, I D and I E).

The Control Office must deeply regret that the Technical Committee has been unable to express a unanimous opinion as to the use internationally of the draft formulae of measurement. It should be borne in mind that these documents have been prepared in close conformity with the Regulations. They will therefore serve as a valuable guide to the tonnage surveyors when carrying out the tonnage measurement. They will also contribute to the attainment of the uniformity aimed at. If a ship should require remeasurement on account of her changing her flag, it will be of great value that the formulae of measurement have the same wording and are otherwise arranged in the same way in the two countries concerned. In such a case, there should be an opportunity for the tonnage measurement authorities carrying out the remeasurement to obtain a copy of the formulae of measurement from the tonnage measurement authority of the country where the previous measurement was taken.

Transitory Provisions concerning the Coming into Force of the International Regulations for Tonnage Measurement.

The Control Office, while having no observations to make regarding the proposed transitory provisions, presumes that these will be embodied in the convention.

Netherlands.

July 8th, 1932.

Her Majesty's Government, while paying a tribute to the very considerable work done by the Technical Committee for Tonnage Measurement, desires to express its regret that there are still too many difficulties in the way of the international establishment of a more logical basis for tonnage measurement. Her Majesty's Government fully realises the serious inconveniences that would be involved by a change in the present basis of tonnage measurement, above all since the International Shipowners' Organisation is opposed to the establishment of such a basis. Possibly, the final object may be achieved in the future only after the adoption of the draft Regulations in question, which, besides the reforms contemplated, would have the advantage of providing a uniform system of tonnage measurement.

For these reasons the Netherlands Government is of opinion that the draft Regulations constitute a valuable basis of discussion with a view to the conclusion of a convention on this subject.

Overseas Territories.

September 10th, 1932.

In a general way, the competent authorities of the overseas territories agree with the Netherlands Government that the draft Regulations constitute a valuable basis of discussion with a view to the conclusion of a convention on this subject. Nevertheless, the Government of the Netherlands Indies will have certain special difficulties, because there are a very large number of small primitive vessels in those territories. It would, *inter alia*, be impossible to appoint a sufficient number of tonnage surveyors in view of the very large number of such vessels and the large extent of the territory of the Indies.

Sweden.

April 27th, 1933.

The question of the method of tonnage measurement of ships is certainly one of those which would more particularly call for the adoption of International Regulations. For such Regulations to achieve their object, it is necessary, however, that the various countries should apply them in a uniform manner.

The draft Regulations here contemplated agree in essentials with the British method of tonnage measurement as at present applied in the United Kingdom. Hitherto, Sweden has used a method based on the so-called "German rule". Sweden's accession to a future convention based on this draft would therefore oblige her to abandon her traditional method for that laid down in the convention. Nevertheless, since an international method of tonnage measurement uniformly applied would offer certain advantages for her shipping, it seems that she might consider such a change if the adoption of such a method were really likely to produce the desired uniformity.

Would the scheme contemplated have that effect, however? It may be questioned whether such is the case. Indeed, it contains a very large number of detailed provisions which might stand in the way of the desired result. Some of these provisions are furthermore drawn up in such indefinite terms that they might give rise to differences in interpretation. As an example, the rule laid down in Article 26 (a), 10, might be cited, whereby the maximum authorised height of double-bottom floors, and on ships with frames, longitudinal floors, shall be fixed, with due reference to the "regulations for strength and safety of ships", and, on the other hand, the expression "normally spaced stiffeners" in Article 53, 1. Furthermore, it would not appear that the question whether water-ballast spaces are properly constructed and have been properly tested as ballast-tanks (Article 71 (a)) could or should be left to the decision of the tonnage surveyor.

To show how important it is that an international method of tonnage measurement should lay down as simple regulations as possible, it need only be pointed out that the relatively simple regulations, which may be said to be internationally uniform, concerning the measurement of spaces under the tonnage deck have in practice led to essentially different results in different countries.

The examination of the proposed draft Regulations by the experts of the competent Swedish authorities has further given rise to a number of technical observations concerning the matters dealt with. They are set forth in the annexed memorandum. Mention should be made here, however, of certain points of special importance.

Article 26.—The provisions of this article prevent the installations of very large water-ballast tanks.

Article 60.—The conditions to be fulfilled under the note to this article to ensure that spaces used as shelter for deck passengers are not included in the gross tonnage might be very difficult to comply with in the case of Swedish passenger ships used for traffic in the Baltic or for shorter distances. Either these conditions should be deleted or a reservation should be made providing for exceptions to them in Swedish harbours.

Article 71.—The limitation of the deduction provided for water-ballast spaces to a certain percentage of gross tonnage might cause difficulties in the case of vessels of a particular type which are of special importance in Swedish shipping—that is to say, ships specially built for the transport of ore which often make long voyages in ballast in rough seas. These vessels need a much larger quantity of ballast than that provided for by the percentage curve in the draft. The proposed limitation might, in their case, lead to a reduction of the quantity of water ballast, which would impair their safety.

Article 75.—The graduated curve provided for the deduction allowed for propelling-machinery space might easily—particularly at the lowest limit—lead to great unfairness, which would perhaps bear hardest of all on small motor vessels. It is extremely illogical that a vessel in which the space actually occupied by the propelling machinery is 12.9 per cent of the gross tonnage should be allowed a deduction of only 22.7 per cent for propelling power, whereas another vessel with the same space of 13.1 per cent should be allowed a deduction of 32 per cent. It is often very difficult and very expensive to bring a ship above the limit—by putting in trunk bulkheads, for instance; the safety of the vessel might even be impaired.

It seems desirable for the above reasons that the question of an international method of tonnage measurement should once more be carefully considered by experts whose special task it would be to examine the possibility of preparing a really simple method. Should such an examination result in their finding that the necessary simplicity could not be obtained by the adoption of the British rule, it should be considered whether another method might be found which would give the desired advantages and would provide a rational basis for the calculation of dues to be paid, etc., while fulfilling the necessary conditions as regards simplicity. The

documents forwarded to the Swedish Government do not show whether the Committee of Experts which drew up the draft Regulations really enquired fully into this question. In view of the fact that international provisions are at present in force whereby the displacement of ships must be ascertained for determining the load-line, the competent Swedish authority thinks it should at least draw attention to the scheme previously considered, which made the displacement fixed under the conditions provided by that text the basis for calculating shipping dues.

Should the outcome of the enquiry suggested above be the maintenance of the essential principles of the present draft, it should in any case, before being laid before an International Conference for preparing a convention on the matter, undergo a revision of form and substance to simplify the system whenever possible.

As the various countries cannot decide on their attitude towards a final scheme until they have examined from every point of view the consequences to themselves, they would require the necessary time, and a question so important should not be brought before a conference in circumstances which would force their competent authorities to take a decision without having sufficiently considered the question.

Lastly, it is desirable that an international method of tonnage measurement should not deprive the various countries of their freedom of action as regards the possibility of levying shipping dues on the basis of factors other than the tonnage of ships as fixed under the International Regulations, and, furthermore, in the case of their exclusively national navigation, on a tonnage different from that fixed by the application of the said Regulations.

In conclusion, the competent Swedish authorities express the desire that an International Conference for the international regulation of the method of tonnage measurement of ships should not be convened before the question has once more been carefully studied by experts instructed to consider the possibility of establishing a really simple method of tonnage measurement; and, if, for reasons which in such case should be given, this examination had a negative result, the draft here considered should be revised, both as regards its substance and its form, so as to simplify the method proposed in every way possible in present circumstances.

Yugoslavia.

April 5th, 1933.

Apart from the remarks which follow, the object of which is to unify procedure in respect of tonnage measurement of ships and complete it on certain points, it must be said that the draft Regulations for tonnage measurement of ships have been very well drawn up. Nevertheless, when the remarks given below are examined the draft should be completed on the following points :

- (1) The validity of tonnage certificates;
- (2) Conditions for remeasurement of ships;
- (3) The duties of the shipowner and of the master of the ship when it is measured;
- (4) Measurement of motor vessels;
- (5) Measurement of tugs;
- (6) Measurement of ships without decks and of fishing vessels used for international traffic.

Lastly, it would be necessary in practice to mention under the Figures annexed to the draft Regulations the article or paragraph to which each figure refers.

* * *

II. DETAILED OBSERVATIONS ON THE ARTICLES OF THE DRAFT REGULATIONS.

ARTICLE I.

France.

A. It would seem that the number of transversal sections to be required should be fixed at a minimum of three in the case of ships having their propelling machinery in the centre and five for those having the propelling machinery aft. In the first case, these sections should be taken (1) at the midship section; (2) near and just aft of the collision bulkhead; (3) near and forward of the after-peak bulkhead. In the second case, two additional sections taken in the boiler-room and in the engine-room should be given.

Japan.

The nature of the plans to accompany the request for measurement should be left to be fixed by the internal regulations of each country.

Sweden.

The obligation to submit the plans specified in this article should be imposed only for newly built ships. The question how far it should also be applicable to less recently constructed vessels should be settled by transitory provisions.

ARTICLE 2.

Japan.

It would be preferable to exclude from the application of the present Regulations small vessels which are not much used in international traffic.

ARTICLE 3.

France.

First §.—For “ A mesure que l'on procède ”, read “ Au fur et à mesure que l'on procède ”.
For “ qui sont spécifiés dans les 3^e à 6^e parties ”, read “ qui sont spécifiés dans les parties 3 à 6 ”.
(Does not affect English text.)

ARTICLES 3 AND 4.

Italy.

Tables of Calculations.—Articles 3 and 4 lay down that the measures and calculations should be shown on the formulæ of the type reproduced in Appendices 1 A, 1 B, 1 C, 1 D, 1 E, 2 and 3 (annexed to the Supplementary Report, document C.719.M.324.1931.VIII).

The Italian Naval and Aircraft Registry, which is responsible for tonnage measurement in Italy, adopted some time ago the formulæ annexed to the present note,¹ which have given good results and which, with the variants shown in red, might be adapted to the new International Regulations.

The Italian formulæ have the following advantages over those proposed :

- They are simpler and less fragmentary;
- They involve fewer repetitions of titles and figures, the recapitulatory data being placed alongside the detailed particulars;
- Blue-print copies of them can be made;
- Instead of giving references to distant notes which may be overlooked by the expert, they give on the spot the tonnage measurement rules, the limits laid down for certain deductions, etc.;
- They allocate the calculations in a way which is suitable for fixing special tonnages for Suez and Panama.

Therefore, while it is not thought necessary to lay down similar criteria for international formulæ, it is suggested that each State should at least be left free to adopt those formulæ which it considers desirable, on condition that they comply with the International Regulations.

Japan.

The model for the formulæ of measurements should be left to be fixed by the internal regulations of each country, and the competent authorities should be responsible for the method of checking the formulæ of measurements.

Sweden.

It would be desirable to insert in the main text a general clause providing that the cubic capacity of each of the spaces deducted from the gross tonnage of the ship should be mentioned on the tonnage certificate. The fact that in certain cases it is mentioned on the formulæ of measurement cannot be regarded as sufficient.²

ARTICLE 4.

Italy (see above).

Japan.

(a) The central authority responsible for tonnage measurement issues the tonnage certificate, after checking, in the case only of large vessels of a certain capacity; in the case of other vessels, the local authority responsible for measurement may issue the tonnage certificate without the measurement having been checked beforehand by the central authority responsible for tonnage measurement.

Nevertheless, the central authority may check the formulæ of measurement of such vessels and make corrections, if necessary, in the tonnage certificate.

(b) Since certificates other than tonnage certificates are usually issued in Japan in the name of the competent authority, they may bear the name and stamp of the authority instead of the signature of the tonnage surveyors.

(c) In the case of the double-bottom spaces not included in the gross tonnage, it would be needless to insert the number and cubic capacity in the tonnage certificate. In the case of other spaces not included in gross tonnage, it would be sufficient to mention the position, name and measurements; the tonnage measurement itself need not be indicated.

¹ These formulæ may be consulted in the archives of the Secretariat.

² These observations apply to Article 4.

Yugoslavia.

This article should provide that international tonnage certificates should be made out first in the official language of the country to which the vessel measured belongs, and then in French or in English. Further, tonnage certificates (Appendices 2 and 3) should contain on the first page a recapitulation of particulars of tonnage under a special heading—namely :

Gross tonnage, tons	m ³
Total deductions, tons.....	m ³
Net tonnage, tons	m ³
Net tonnage (in words).....	

ARTICLE 5.

Norway.

First §.—As it is hardly correct to say that spaces, which are dealt with under Articles 76 (*d*) and 77, are *deducted* from the gross tonnage, the expression “76 (*d*) and 77” in the first and second lines in the first paragraph should be omitted, and between “63” and “66” should be inserted “and”. After “indicated” in the last line of the same paragraph should be added, “The spaces referred to in Article 76 (*d*) shall be marked in the same manner”.

Sweden.

Second §.—Insert a clause to the effect that the marking—in accordance with the tonnage certificate valid for the vessel—shall be maintained.

ARTICLE 6.

Italy.

First §.—The figure 2.83 cubic metres indicated as being the equivalent of 100 English cubic feet would seem to be inaccurate. The real figure is 2.832 cubic metres. The difference may appear negligible, but in the case of large vessels it may lead to an appreciable increase in total tonnage.

It is therefore proposed that the rule in question be modified as suggested.

Japan.

First §.—The tonnage calculated in cubic metres should be converted into English tons by multiplying by 0.353 and not by dividing by 2.83.

France.

§ II (*a*).—After “(see Article 21)”, add: “from the common interval taken in each transversal section (see Article 33)”.

Norway.

II (*a*).—Put “(1)” in front of “*The common interval between the transverse sections*”, and put a semicolon after “(see Article 21)”. Insert here as a new line: “(2) *The common interval between the breadths in each transverse section* (see Article 33)” (see also observations under Article 33).

Italy.

II (*b*) 8.—It is also proposed that in No. 8 of letter (*b*) the calculation of height to the nearest millimetre should be replaced by calculations to the nearest half-centimetre.

Japan.

II (*b*) 8.—Should a metric unit be used, tonnage-measurement calculations should, in general, be made to three decimal places, the third being increased by one should the fourth be 5 or more.

Sweden.

II (*b*) 8.—For calculation in metres, a degree of accuracy greater than calculation to two or, in some cases, three decimal places should not and in practice probably cannot be required.

Yugoslavia:

II (*b*) 8.—As regards the degree of accuracy of the measurement and calculation in cubic metres, it would be sufficient for the measurements and calculations to be shown in metres to two decimal places, the second decimal to be corrected as follows: should the third decimal be five or more, the second decimal to be increased by one.

ARTICLE 7.

France.

3.—For “ d'un bout à l'autre ”, read, “ d'un bord à l'autre ”.
Same correction in footnote 1 to page 8.
(Does not affect English text.)

ARTICLE 9.

France.

Third §.—Certain ships have *only* two complete decks, the upper of which has a tonnage opening which may cause the 'tween-deck space between these two decks to be regarded as “ open ”. According to the provisions of the third paragraph of Article 9, it would appear that, in this special case, the height of the sections of the main cubic capacity should be taken as one-third of the round of beam of the lower deck, and that the 'tween-deck space should be regarded as an open shelter. If this procedure is adopted, the definition of the tonnage deck should perhaps be completed.

ARTICLE 10.

Sweden.

The fact that a deep tank interrupts a deck should not preclude that deck from being regarded as continuous for purposes of measurement. The Swedish rule is preferable, according to which a deck is regarded as continuous if the total length of such deck from side to side on the same beams exceeds half the length of the ship.

ARTICLE 12.

France.

Second line.—For “ inférieur ” read “ intérieur ”.
(Does not affect English text.)

Third sentence.—Does the limitation of the thickness of ceiling also apply to the bottom ceiling? Articles 25, 26 and 27 do not indicate this.

ARTICLE 13.

Netherlands.

Second §.—In order to avoid any difference in interpretation, it would seem preferable, in the second line of the second paragraph, to replace the words “ spacing of the battens ” by “ spacing between the battens ”.

ARTICLE 15.

Italy.

The tonnage length should be measured from the aft perpendicular and the space between that line and the over-all line aft should be measured separately. This change may be urged on æsthetic grounds, for reasons of sailing capacity and on account of nautical requirements and certain constructional requirements in respect of some special types of vessels, all points which would otherwise suffer. The tonnage measurements should therefore be independent of those of the hull of the vessel and be taken only in respect of space available for commercial purposes.

ARTICLES 16 TO 20.

Japan.

Since these articles are too complicated for International Regulations, it would be desirable to delete them.

ARTICLE 17 (ROUND OF BEAM).

Yugoslavia.

It is very difficult in practice to measure the round of beam in respect of certain transverse sections, as is provided for in Article 17, at several places on almost all passenger vessels with three decks, since the vessel is divided lengthwise both above and below the tonnage deck. This circumstance makes it impossible to draw the horizontal line *dd* on Figure 9 direct. It would have to be transferred. Furthermore, fixing it thus would involve an appreciable loss of time, while in several cases no accurate result would be arrived at. To avoid such difficulties and to arrive at the same result, one of the following methods should be resorted to :

First Method.—If for half of its breadth the bottom of the ship is in a horizontal position or parallel to the base-line, the round of beam should not be measured; direct measurement should be taken of the depth of the vessel over a quarter of its breadth—that is to say, from the lower surface of the tonnage deck to the upper surface or the floors. The depth thus measured is the true depth, to obtain which the provisions of Article 25 apply and which should be counted without deduction.

Second Method.—Should the bottom of the ship not be horizontal for half its breadth, but curved or round, measurement should be taken on the transverse section of regulation breadth No. 1, which is then divided by 50 (fifty). The quotient thus obtained will give a very approximate estimate of the round of beam in question.

In view of the above it would be reasonable to add the following paragraph at the end of Article 17 :

“ If above the tonnage deck there are bulkheads which make it very difficult to determine the round of beam, and there are no such obstacles below the said deck, the round of beam shall then be measured below the tonnage deck by means of a tape tightly stretched between points *ee* (Figure 9) ; thus the distance *bc* will be measured in the symmetry plane of the ship—that is to say, the distance between the lower part of the tonnage deck and the stretched tape, and that distance will be equal to the round of beam.

“ If above and below the tonnage deck there are bulkheads which make it difficult to measure the round of beam both above and below the tonnage deck, one of the two following methods shall be used :

“ *First Method.*—If for half of its breadth the bottom of the ship is in a horizontal position or parallel to the base-line, the round of beam should not be measured; direct measurement should be taken of the depth of the vessel over a quarter of its breadth—that is to say, from the lower surface of the tonnage deck to the upper surface or the floors. The depth thus measured is the true depth, which should be taken into account without any deduction being made.

“ *Second Method.*—Should the bottom of the ship not be horizontal for half its breadth, but round, measure on the profile fixed breadth No. 1 and divide by 50 (fifty). The quotient thus obtained will represent very approximately the round of beam.”

ARTICLE 19.

France.

Last Line but one.—For “ la somme de ces deux parties avant et arrière ” read, “ la somme des deux parties avant et arrière ”. (Affects French text only.)

ARTICLE 21.

France.

Delete the “ s ” in the word “ articles ”. (Affects French text only.)

Japan.

In view of the practical advantage of using the metric unit, the division between the tonnage length and the number of parts should be as shown in the following table :

Tonnage length.	Number of parts.
15 metres or less.....	4
Over 15 metres to 37 metres inclusive.....	6
Over 37 metres to 55 metres inclusive.....	8
Over 55 metres to 69 metres inclusive.....	10
Over 69 metres.....	12

ARTICLE 22.

France.

Page 14, Note 1.—Delete the word “ subsidiary ”.

ARTICLES 22 TO 24.

Japan.

Same observations as for Articles 16 to 20.

ARTICLE 24.

Italy.

This article lays down that the round of beam should be measured for every transverse section.

If, under the rules for naval construction, the camber of the deck taken at the different transverse sections is the same—that is to say, if the upper curves of these sections are lines of greater or lesser length but of a similar parabola—the round of beam *B* at the main section of the breadth *L* being known, the round of beam at the other section of breadth *l* will be given by the formula $B \frac{l^3}{L^2}$.

It is therefore suggested that the above provision should be amended, replacing the word “ measured ” by the word “ determined ”, in order that—provided, of course, the curve of deck is found to be constant—a difficult measurement may be avoided.

ARTICLE 25 (taken together with Article 27).

Yugoslavia.

In connection with the remarks on Article 17, the fixing of tonnage depth might here be simplified—that is to say, the thickness of ceiling planking on top of floors should not be deducted from the measured depth, but that depth should be measured direct to the upper surface of the ceiling planking.

The thickness of the layers referred to in the last paragraph of Article 27, which appear under *c* in Figures 30 and 31, and in so far as such layers do not extend over the whole length of the double bottom or over the whole length of one of the grounds, should be ignored up to a thickness of 30 millimetres, for such layers—in cement, for instance—are used for strengthening the plating of the double bottom and are not used for economic (commercial) purposes.

ARTICLE 26.

Sweden.

(*a*).—For the purpose of determining the authorised depths of floors, compliance with the “regulations for strength and safety of ships” should not constitute a decisive factor. If it is agreed that such a limitation should be prescribed—which is open to question—the exact depth should be determined—for instance, as a certain percentage of the depth at the beam-line.

France.

(*a*) 2.—The condition required in paragraph 2 of (*a*) would appear superfluous. It would hardly seem in the interest of a shipowner to have water-ballast spaces constructed which do not give full guarantees of strength and safety.

Italy.

(*a*) 3.—In order to avoid uncertainty, it would be desirable in the clause laying down that in the case of a non-cellular double bottom the tonnage depth is measured to the tank-top, provided that the longitudinal keelsons are not deeper than is necessary to provide access, to add that, if the contrary is the case, the depth should be measured to the top of floors.

Norway.

(*a*) 4 and 5.—As, so far as the Control Office knows, the expression “open floors” is more common than “skeleton floors”, the latter should possibly be replaced by the former.

France.

(*a*) 5.—This clause deals with floors of an unusual depth. Should not there be a reference to § 10 for the definition of “unusual depth”?

Japan.

(*a*) 5.—In the case of No. 5 of (*a*) of this article, the tonnage depth should be measured to the imaginary top of the solid floors of normal depth and not to the upper edge of the shell frame.

Should there be a double bottom or solid floors of great depth on one side and elsewhere a double bottom or full floors of ordinary depth (depth not exceeding 25 per cent of the normal depth), a double bottom or solid floors of ordinary depth should be taken as extending over the whole of the ship.

Yugoslavia.

(*a*) 5, 6 and 8.—Paragraphs 5, 6 and 8—that is to say, the cases of Figures 18, 19, 20 and 21—should apply exclusively to the single bottom. It would not be reasonable for them to apply to a double bottom by reason of difficulties of measurements.

Italy.

(*a*) 10.—As the note indicates that “excessive” cases will be dealt with on their merits, this provision would not seem sufficient as regards double bottoms in propelling-machinery spaces. In particular, in vessels fitted with internal-combustion engines, the depth of such double bottoms is often considerable, obviously by reason of the need for providing strong foundations for the engines, and any provision which would regard such depths as *excessive* would be contrary to essential principles of construction. Consequently, the rule which appears in the paragraph in question should not apply to double bottoms of machinery spaces nor—since, for the same reasons of strength of construction, an abrupt break could not be allowed—to the necessary junction with the double-bottom depths of adjacent spaces.

Yugoslavia.

(*a*) 10.—Paragraph 10 does not state the depths prescribed which are referred to in this paragraph.

Sweden.

(*b*).—As in cases where after-peak floors are deeper than the floors immediately adjacent to the peak bulkhead the difference of depth is ignored, it should be ignored in the contrary case as well. The measurements to be taken in parts could thus be avoided.

Japan.

(b) 2.—In the part dealt with under (b)—that is to say, parts of the ship situated forward of the collision bulkhead or aft of the after-peak bulkhead—the tonnage depth should be measured, irrespective of the real depth of the solid floors, up to an imaginary line drawn parallel to the keel at a level corresponding to the depth of the double bottom or of the solid floors immediately adjacent to the collision bulkheads or the after-peak bulkhead.

ARTICLE 27.

Italy.

Last §.—Article 12 lays down that, when tonnage depth is measured, the average thickness of ceiling should be deducted unless it is greater than 0.076 metre, in which case the deduction should not exceed that figure.

Article 27 (last paragraph) supposes that the under-line of the ceiling is at some distance from the floors or from the double bottom—for instance, when between the ceiling and the double bottom there is the interval normally necessary for proper maintenance of material. In such cases, the depth may be measured on the upper side of the ceiling, the depth of the interval in question being added to the measured depth.

This clause does not appear altogether in accordance with Article 12, which is based on the principle that a maximum deduction of 0.076 metre may be allowed. There might, indeed, be, for instance, a ceiling having an average thickness of 0.060 metre and an interval of 0.050 metre. According to Article 27, 0.060 metre would have to be deducted and 0.030 metre added. That is to say, in substance, 0.060 metre is deducted, whereas logically, under the provisions of Article 12, the deduction should not be less than 0.076 metre.

It is therefore proposed to make the following addition at the end of the article in question: “Should the thickness of ceiling be equal to or greater than one-quarter of a foot—*i.e.*, 0.076 metre”; if, on the contrary, the thickness in question is less than that figure, the sum of the distance and of the ceiling less 0.076 metre should be added to the measured depth.

Japan.

Same observations as for Articles 16 to 20.

ARTICLE 29.

Sweden.

§ 2.—A ceiling situated exclusively below hatchways should not be allowed unless it is permanently fixed on the top of the double bottom, on the bilge knees or other parts of the hull.

ARTICLE 32.

Japan.

4.88 metres should be replaced by 5 metres for the same reason as has already been given under Article 21.

ARTICLE 33.

Japan.

Same observations as for Articles 16 to 20.

Norway.

The second sentence should be omitted (see observations under Article 6).

Sweden.

Concerning the number of decimal places, see observation on Article 6.

Yugoslavia.

Should the depths be expressed in metres, they should be given to two decimal places, as has been said in the remarks on Article 6.

France.

Page 22, Note 1.—Read “d’un bord à l’autre et un vaigrage. . .” (Affects French text only.)

ARTICLE 34.

Japan.

Same observations as for Article 16 to 20.

Sweden.

Provisions should be inserted as to how the measurement should be carried out to determine the breadth of a transverse section as illustrated in Figure 42.

ARTICLE 35.

Sweden.

The wording of this article should be changed in order to indicate clearly that the rule laid down should also be applied by analogy to vessels with longitudinal frames.

ARTICLE 36.

Japan.

It should be clearly stated that the present article should also apply to "stern-tube bossing".

Sweden.

The distance between the imaginary line of the inner surfaces of the frames and the ordinary planking should be stated.

ARTICLE 37.

Italy.

The method indicated for measuring the upper depth would not appear quite accurate when the sides slope, as is most generally the case.

In order by calculation to estimate approximately the actual surface area of the section, it would be more accurate to take as upper breadth, not that at the beam-line, but that taken at the line above the beam-line at two-thirds of the round of beam.

This breadth might be measured on the deck by lowering the ends of the tape at the sides by one-third of the round of beam.

The error due to the angle between the two parts of the tape is negligible.

Japan.

Same observations as for Articles 16 to 20.

ARTICLE 38.

Italy.

§ 2.—There is no objection to the technical basis of the last two paragraphs of Article 38. Nevertheless, the calculation in question is perhaps left too much to the judgment of the surveyor, a circumstance which may detract from the uniform application of the method.

In practice, it would be somewhat difficult, working from the midship section to the stern and the bow respectively, to determine where the ship's bottom begins to show a slight continuous curve.

In order to ensure uniformity of method, it is proposed that, in the case of vessels with a double bottom, should there be no knees and should the bottom at the main section not be curved, the depth should be measured to the lowest point. This depth would then be divided into five or seven parts and the last part into four. The breadths corresponding to the points of division would be measured and separate calculations made, by means of Simpson's rule, of the area corresponding to the first four or six parts and of the area corresponding to the last part subdivided into four.

Yugoslavia.

§ 2.—As regards Figure 58, it would be reasonable for the lower breadth to be measured on the bottom planking between the points where the curve begins.

ARTICLE 40.

France.

Replace "quant" by "quand". (Affects French text only.)

ARTICLE 41.

Norway.

First §.—Owing to the fact that it is often necessary to measure a transverse section outside its correct position, and then, by means of control curves dealt with in Article 44, determine the area corresponding to the correct position, the first line should have the following wording: "Having found the area of each transverse section at its correct position, the . . ."

Japan.

Second §.—The method of converting cubic metres into tons should be that given in Article 6.

Yugoslavia.

Second §.—To convert the capacity in cubic metres into registered tons, it would be preferable, instead of dividing it by 2.83, to multiply it by 0.3533; the same result would thus be reached with a deficit of 0.16 ton per 1,000.

It would also be preferable for the cubic capacity given in cubic metres to be multiplied by 0.353, for, in this way, there would be a deficit of one ton per 1,000. The results obtained would be sufficiently accurate, more especially since a registered ton equals not 2.83, but 2.832 cubic metres.

ARTICLE 42.

Japan.

(a).—“ 9.14 metres ” should be replaced by “ 9 metres ” for the same reason as that given in Article 21.

(b).—In the parts of the ship forward of the collision bulkhead and aft of the after-peak tank, it would be desirable not to divide these spaces into several parts for measurement purposes, since there would always be floors of the same depth as that of the double bottom or floors in the holds adjacent to such part (cf. Article 26).

As regards the other parts, it would be better for practical reasons to dispense with measurement in several parts in the following cases :

(1) If the difference in depth of the double bottom and of the ordinary floors does not exceed 6 inches (152 mm.);

(2) Should there be ordinary floors of different depth, only in the propelling-power space (including the space occupied by the boilers). In such case it would be assumed that there are floors or double bottom of the same depth as that of the other parts.

(c).—Even if the upper surface of a double bottom has no step and if it connects spaces of a different depth, there being an incline between the centres of several floor-frames, it should be taken that there is an abrupt change. For that reason the general provisions concerning measurement in several parts will apply, and the above-mentioned inclined part will be regarded as belonging to the shallow-depth section of the double bottom. (It would be preferable to embody an explicit provision to this effect in the present Regulations.)

Italy.

Second §.—It is necessary to be quite clear that the term “ abrupt change ” is also to be understood as covering the very frequent case where one double bottom passes to another by a short, straight slope. It would be necessary in such cases also to specify that the points of division should be taken at the highest point of the slope.

Sweden.

Second §.—A provision should also be inserted providing for the case in which the break in the double bottom slopes from a higher to a lower part of the top of the double bottom.

Yugoslavia.

Second §.—In the second paragraph of this article provision should be made for changes in the depth of a double bottom so that one part connects with the other; the point of the break of continuity will then be that of the greatest depth.

ARTICLE 43.

Japan.

Same observations as for Articles 16 to 20.

Norway.

In the first line, last paragraph (page 27 in the French text), is written “ au-dessous ” instead of “ au-dessus ”.

ARTICLE 44.

Italy.

The value of the control curves is fully admitted.

Nevertheless, seeing that they are intended for purposes of verification and particularly that they are used to obtain by graphs data not obtained by direct measurement, information should be given with regard to the scales, so that, when the curves are read, an approximation may be possible comparable to that laid down in respect of the measurements mentioned in Article 6. Further, for convenience, the curves and diagrams should not occupy too much space. On the principle that to verify a diagram the scale of the abscisse and ordinates need not be the same, the following method is proposed :

For the diagram of depths a scale of lengths should be adopted such that the diagram may be drawn on a sheet of moderate dimensions, and the ordinate should represent, not the depth, but the excess of depth as compared with a fixed measure—for instance, the midship section depth—the scale of 1 : 10 being adopted, making 1 millimetre equal 1 centimetre; it would thus be easier to read the graph to the nearest centimetre.

In tracing the diagrams of the breadths in a transvers section as a function of the depths, any scale may be adopted for the depths.

In order to simplify the diagrams relating to the various sections and enable them to be easily grouped together, the intervals between the breadths in the various sections should be represented by the same segment.

Lastly, the diagrams as a whole should appear as a vertical segment of any length divided into four or six equal parts, with six parallel straight lines passing through the points of division, on which the breadths are shown from the vertical segment; for the latter, a scale of not less than 1 : 50 should be adopted, so that two-tenths of a millimetre equals 1 centimetre, which could easily be ascertained with a little skill.

In order to find the breadths outside the equal intervals, the following method might be used : project obliquely, between the two extreme parallel straight lines, the segment representing, on an appropriate scale, the net depth of the sections, and the depth corresponding to the breadth desired will be measured on the segment itself, and not vertically. In this way, if the vertical segment divided into four or six intervals represents, on a given scale, the net depth of the midship section, all the other depths will be represented by oblique segments progressively farther from the first.

In the same way, in the diagrams of breadths, at a given number of intervals in depth, as a function of the distances of the sections, it would be best to adopt for those distances any scale enabling the whole to be set out on a sheet of moderate dimensions, and the breadths being on the above-mentioned scale of 1 : 50.

The diagrams may be limited to the part at the stern and the part at the stem, without covering the central part, where the sections generally do not vary very considerably.

Japan.

Same observations as for Articles 16 to 20.

Yugoslavia.

The control curve of the transverse sections will be continuous—that is to say, will not be broken if the double bottom is continuous; but, should the double bottom not be continuous, there will be breaks in the control curve, even though the water-lines and the transverse sections are quite regular. Irregularities in the line of this control curve may also occur should the mould of the stem and of the stern of the ship be raised, as, for instance, in the type of ship in Figure 66, and when the transverse section meets such raised parts of the ship.

Norway.

§ 2 (a).—In § 2 (a), second and third lines, the expression “ or on a regular continuous curve ” should be deleted. The said expression may be theoretically correct, but presumably it is only when the lowest point of the tonnage depths are situated on a *straight* line that curves for the breadths will be of any value in practice.

§ 4.—Under § 4, fifth line from the top, the expression “ on prend ” occurs in the French text. This scarcely corresponds to the English text, where the expression, “ it is advisable to take ”, is used. The English text must be considered the correct one.

ARTICLE 45.

Japan.

It would be preferable not to regard it as necessary to measure the volume of the space situated in a double bottom (cf. Article 71).

Sweden.

There would not appear to be any objections to the provisions concerning internal measurement in certain cases of double bottoms, since it is essential to obtain an exact estimate of the cubic capacity of the compartments in question.

Yugoslavia.

First §.—As a result of a printer's error Article 70 is mentioned in the first paragraph instead of Article 71.

Third §.—On account of a printer's error, the word “ extrêmes ” should be added after the word “ varangues ” in the third paragraph (of the French text).

ARTICLE 46.

Yugoslavia.

The following should be added to this article :

“ All spaces between the decks above the tonnage deck shall be measured between two successive decks—that is to say, between the upper surface of the lower deck and the lower surface of the upper deck. For this reason, the thickness of the 'tween-deck space and that of the tonnage deck shall not be taken into account.”

ARTICLE 48.

Norway.

Method 1 (c).—According to the wording of this paragraph, three heights (one at each of the points of division of length 2) must be measured when dealing with the part of a 'tween-deck space situated aft of the fore side of the stern post. The mean of these heights shall be used for the calculation of the cubic capacity (see Article 49). In many cases, this procedure will give a wrong cubic capacity. This will clearly appear from the enclosed sketch (see Appendix I), which shows a case frequently met with.

It is true that, in paragraph (c), it is also stated that the height shall be measured from the lower deck to the deck overhead, and that, consequently, it is not possible to apply the rule—that the height shall be measured at each point of division—to a case as shown in Appendix I. Nevertheless, there can be no doubt that a number of surveyors will measure the heights as indicated in the sketch.

In order to avoid this, and to obtain an as nearly as possible correct cubic capacity, the first sentence in paragraph (c) should be replaced by the following :

“The heights of the part situated forward of the foreside of the stern post shall be measured in the middle plane at each point of division of length 1, and the height at the foreside of the stern post shall be the height of the after part.”

Yugoslavia.

Method 3 (a).—In point (a) of method 3, a note should be added to the effect that Figure 74 shows half of the deck.

There is a printer's error in connection with Figure 73 on page 25 of the Figures. The correction should be as follows :

“The whole length of the 'tween-deck space = $A'B' + cd + ef =$ tonnage length + $cd + ef =$ length 1 + $gd =$ length 1 + length 2.”

On page 25 of the Figures, in connection with Figure 74, the following should be added as a footnote :

“The average surface of the 'tween-deck space is double, for the formula mentions only half-breadths.”

On page 26 of the Figures, in connection with Figure 75, the following remark (or one to the same effect) should be added as a footnote :

“The figure shows only half-breadths; for calculating the average capacity of the space between decks in the formulæ, the letters should show the actual breadths measured.”

A second note should be added as follows :

“The cubic capacity between decks shall be obtained by multiplying the average surface by the average depth, the latter to be obtained in accordance with the instructions of Article 49, 1. To find the tonnage of this space, it should be divided by 100 if the cubic capacity is in cubic feet, and multiplied by 0.353 if the cubic capacity is in cubic metres.”

ARTICLE 49.

Norway.

As a consequence of the observations on Article 48, the words “mean” and “as defined above” on page 29, sixteenth and seventeenth lines from the top, must be deleted. After “height” in the sixteenth line must then be added, “at the foreside of the stern post”.

ARTICLE 50.

Sweden.

To determine what should be understood by superstructures of a permanent character, the nature of the superstructures not falling within this category should be indicated.

Yugoslavia.

In this article, which deals with superstructures, Article 57 should be mentioned as well as Article 58.

ARTICLE 51.

Sweden.

A clause should be inserted indicating how a superstructure should be fitted in order to be regarded as in use for the berthing or accommodation of passengers or crew.

ARTICLE 53.

Sweden.

§ 1.—It should be made clear what is to be understood by normally spaced stiffeners. Further, it does not appear logical to measure the height of superstructures up to the upper side of the beams and not to the lining.

Norway.

§ 2.—Under this article, immediately below the table entered on page 31, it is stated that, if length 1 or the whole length is divided into two equal parts only, then the height shall also be measured at the extreme points of these lengths. This rule, while being suitable in the case of forecastles (if the stem is vertical) and bridges, will in many cases be unsuitable for poops and breaks extending right aft to the stern (see observations under Article 48 and sketch referring to these) (Appendix I). In all conceivable cases *one* height measured at the middle of the length will give a sufficiently accurate cubic capacity of poops and breaks extending right aft as well as of forecastles and bridges.

It must be borne in mind that it is here only a question of superstructures with a length of 50 feet or less.

It is therefore suggested that the following be omitted in § 2, page 31 :

“ If length 1, or the whole length, has been divided into two equal parts only, the heights shall be measured also at the extreme points of these lengths.”

§ 3.—In § 3, page 31, the sentence, “ If the length has been divided into two equal parts only the heights shall be measured also at the extreme points of the length ”, must, therefore, be replaced by, “ The heights shall be measured at each point of division of the length ”.

Japan.

§ 2.—“ 15.24 metres ” should be replaced by “ 15 metres ”, and “ 68.58 metres ” by “ 69 metres ”, for the same reasons as are given in Article 21.

§ 4.—The provisions of § 4 should be capable of application, not only to superstructures such as round-houses which do not extend to the side, but also for measuring the space of a comparatively regular form extending to the sides of the ship, such as a bridge.

ARTICLE 54.

Norway.

The wording of § 1 seems to indicate that, when calculating the cubic capacity of a poop or break extending right aft to the stern and whose *entire* length is 50 feet or less, it is only permissible to use the alternative method dealt with in Article 49, § 2, and shown in Figure 75 (note II)—*i.e.*, the aftermost breadth must be calculated. The formula of measurement (Appendix 1 A/B¹) also indicates that the intention has been to use this procedure. It may be stated, however, that the meaning of this does not, perhaps, come out quite clearly in the drafting of § 1.

The question may also be put forward whether it would not be advisable to permit the method of calculation set down in note 1, Figure 75, in the case of, for instance, a poop, the *whole* length of which is 50 feet or less.

The Control Office will not make any proposal regarding the matter here touched upon, but wishes to draw attention to it. It is supposed that, if any alterations are decided on, the matter will be clearly illustrated by means of a figure of a poop.

As a result of the alterations suggested in Article 53 regarding the measurement of heights, the parenthesis in § 1 (“ *i.e.*, in this case the arithmetic mean of the three measured heights ”) should be deleted.

ARTICLE 55.

Japan.

First §.—Very small hatchways (the length or breadth of which is, for instance, less than a metre), with the exception of trunk hatchways, might be deducted from gross tonnage.

Italy.

Second §.—Since expansion trunks, properly so called, in tank vessels (see Figure 4) must be included in gross tonnage, the fact should be specified as follows :

“ Access and air trunks in tanks, closed at the top by bolted plates in which there are inspection hatchways, shall in tank vessels be assimilated to cargo hatchways.”

ARTICLE 56.

Sweden.

The difference between hatch-coamings and trunks should be indicated.

¹ To the Supplementary Report, document C.119.M.324.1931.VIII.

ARTICLE 57.

France.

§ 2.—Can laundries on passenger vessels, or vessels carrying passengers and cargo, which are used by the crew and passengers (persons drawing rations), be exempted?

Sweden.

§§ 2 and 4.—The treatment laid down for the spaces dealt with under §§ 2 and 4 would appear inconsistent. These spaces should be deducted or exempted, whether they be situated on the upper deck or below, provided that they are *exclusively* used for the purpose mentioned in this article.

With regard to the mention in the tonnage certificate of the spaces thus excluded, see remark on Article 4.

Italy.

§ 4.—In view of the developments in galleys and auxiliary services in large modern ships, it would appear necessary to insert the following clause :

“ Spaces fitted for, or necessary for, the passage of the galley staff employed in working apparatus or preparing beverages should be regarded as galley space. This category shall include sculleries, lockers containing galley utensils and crockery, lockers or tables for provisionals storage of foodstuffs or dishes which it is necessary to have at hand for culinary operations.

“ The galley coal-bunker, if it occupies a special space, shall not be regarded as part of the galley.”

§ 7.—Not only the spaces occupied by water-closets and urinals, but also all spaces containing only hygienic and sanitary installations should be excluded. Should this principle appear too rigid as regards spaces for the use of passengers, it should at least be allowed in the case of spaces reserved for the crew.

Norway.

§ 7.—With reference to the rule given in Article 80 (2), last paragraph, for the measurement of spaces on or above the upper deck, designated as light and air spaces, the following must be added after “ the measurements ” in the fourteenth line from the top of page 34 : “ of the spaces referred to in items 2-7 ”.

Irish Free State.

§ 7, *paragraph 2*.—This paragraph provides that “ the space occupied by the lavatory shall not be exempted unless its size is small as compared with the space occupied by the water-closets and urinals ”. It would be more convenient if this space were definitely defined as, say, 25 per cent of the whole space.

ARTICLE 58.

France.

First §, fifth line.—For “ lorsque de tels espaces ”, read “ lorsque ces espaces ”. (Affects French text only.)

II (a).—For “ s'il est demandé d'exempter ”, read “ si l'on demande d'exempter ”. (Affects French text only.)

Japan.

II (a).—Since experience has shown that full use can be made of the space referred to under *II (a)* of this article for storing cargo, it would be unreasonable to deduct it from gross tonnage. Provisions of this kind should therefore be deleted.

Netherlands.

II (a).—The article prescribes a minimum clear surface of 64 square feet for openings in decks. Since this minimum surface is not prescribed at present, it is to be feared that difficulties may arise when existing small vessels are sold or reconstructed. The rules at present in force require only a length of 4 feet and a breadth not less than that of the aft hatchways. It would appear preferable that in Article 58, *II (a)*, the words “ 64 square feet, or 5.946 square metres ” should be replaced by “ 4 feet or 1.219 metre, multiplied by 30 per cent of the ship's extreme breadth ”.

Sweden.

II (a).—The minimum area of the tonnage openings in question should be determined by their relation to the dimensions of the vessel and their breadth in proportion to that of the vessel.

Norway.

II (a), 3.—It is stated that the mean height of the coamings of deck-openings shall not exceed 1 foot. Consequently, there can be no objection to a deck-opening as shown in the enclosed sketch (see Appendix II).

This shape of deck-opening is rather unusual and it is therefore desirable to draw attention to it.

The Control Office also desires to draw attention to the fact that, according to the wording of § II (a), 3, guardrails and stanchions are not, as in the present rules, considered *conditional* for exemption from the gross tonnage of the space concerned.

Italy.

II (b).—This article states that the openings in the sides required for a superstructure to be regarded as open should be in corresponding positions on both sides of the ship.

A special clause should be inserted to make it clear that this corresponding position does not necessarily imply that the space between the two openings should be free—that is to say, that the centre should not be wholly or partly occupied by trunks or other constructions.

Norway.

II (b), 2.—The expression “closed thwartships bulkheads” in the first and second lines of § 2 seems vague, and should be made clear by means of a supplementary explanation or figure.

II (c), 1 (ii).—It is probably an omission when no mention is made of coamings.

It is therefore suggested that after “(see Figures 94, 95 and 96)” be added: “If coaming is fitted, its minimum height shall not exceed 2 feet, or 0.610 metre”.

II (c), 2.—The Control Office recommends that it be permissible to close bulkhead openings *both* by shifting-boards and loose plates in conformity with the present practice. There seems to be no reason to depart from this.

Japan.

II (c).—Further, as a general rule, it would be best not to deduct from gross tonnage the spaces in thwartship bulkheads mentioned under II (c), with the exception of spaces entirely open from one deck to another without means of closing (space mentioned under II (c), 5. Nevertheless, these provisions apply even to spaces less than 3 feet wide, and also in cases in which the sides are hollow on only one side. In other words, a space is regarded as open if one side is entirely open from one deck to the other, even if there are bulkheads on the other three sides. Nevertheless, even where there are partial bulkheads on one side of the bridge-house or roundhouse, the latter shall be regarded as open, if the breadth of the open space exceeds three-quarters of the maximum length of the said bridge-house or roundhouse.

France.

II (c), 3.—The word “seuil” would appear more suitable than the term “hiloire” in the French text.

Last line.—(See Figure 85.)

Should not this be “(See Figure 97)” ? (Affects French text only.)

Norway.

II (c), 4.—The Control Office, having met with several cases where the rule here stated has been very easily circumvented without the authorities being able to object, is of opinion that it is very difficult to maintain this rule, it being unlogical and not leading to the result aimed at.

Sweden.

II (c), 4.—The clause forbidding means of access to the deducted space other than tonnage openings provided for would hardly seem justified.

II (c), 5.—There is no reason to fix a minimum limit in respect of the breadth of spaces of any kind that are entirely open from one deck to the other and with no means of closing.

Norway.

II (d).—Attention is drawn to the fact that this paragraph has been omitted in the French text.

Sweden.

II (d), 1.—This clause should be made clear, since it would not seem that tonnage openings in bulkheads under the shelter deck could comply with the conditions laid down.

ARTICLE 59.

Japan.

This article should be brought into line with the observations on the previous article.

ARTICLE 60.

Japan.

This article should be deleted.

Sweden.

No objection to the provisions of this article.

Naturally, the right of each country to issue special regulations concerning its inland navigation should not be affected.

As regards the indication in the tonnage certificate of the cubic capacity of spaces deducted, see observation on Article 3.

ARTICLE 61.

France.

First paragraph.—The deductible master's spaces being enumerated in the second part of the article, it does not seem desirable to keep the condition laid down in the first paragraph: "to the extent of what is considered as reasonable".

Japan.

Second paragraph.—In general, all spaces for the accommodation of the master may be deducted, and not merely those adjacent to his sleeping-room.

Norway.

Third paragraph.—In the third paragraph, wardrobes should also be added as deductible master's spaces.

When, according to Article 62, it is permitted to deduct chief engineer's and chief officer's office, it seems reasonable to mention office among the deductible master's spaces as well.

Sweden.

Third paragraph.—A saloon without direct communication with spare cabins (which as a rule on Swedish ships is exclusively used by the master, and on British ships is used as the officers' mess-room) should be exempted as master's space.

ARTICLE 62.

Italy.

Fourth §.—It would appear desirable to make express mention in Article 62, among the crew's spaces, of pantries, etc., which may be regarded as annexes of the dining-saloon.

Japan.

Last paragraph.—Same remark as on Article 61, as regards spaces for accommodation of the chief engineer and the chief officer.

Norway.

Last paragraph.—In a good many small Norwegian passenger ships the chief officer has adjacent to his sleeping-room an office which, *inter alia*, serves as booking-office for passengers. Such an office should not, of course, be deducted. The following should therefore be inserted after "stewards" in the last paragraph: "or offices serving as booking-offices for passengers".

ARTICLE 63.

Norway.

First paragraph.—Several cargo ships have a medicine locker, situated outside the hospital, for the use of master and crew. There is no reason not to deduct such a locker. The words "where no hospital exists" in the first paragraph should therefore be deleted.

Italy.

Second paragraph.—It is proposed that the second paragraph of Article 63 should be replaced by the following, which would seem simpler and clearer, while having the same meaning:

"Passages and stairways used for access to master's and crew's spaces, provided that they do not also constitute the only means of access to other non-deductible spaces, shall be deducted."

Norway.

Second paragraph.—The rules concerning passage-ways embodied in the second paragraph should be very carefully considered. The Control Office fears that these rules will give rise to considerable trouble for the tonnage measurement authorities. As the rules stand now, a passage-way will, in some cases, be granted deduction beyond all reasonable grounds. In other cases, the deduction must be cancelled, although all reason suggests that it should be allowed.

It should be considered whether it would not be advisable to re-adopt the rule contained in the main report of the Technical Committee.

This rule provided for the deduction of passage-ways and stairways only when they served exclusively as access to master's and crew's spaces, whether such spaces were deducted or exempted.

Sweden.

Second paragraph.—References to Figure 103 should be added to the main text. Furthermore, provisions should be inserted with regard to the exemption of spaces specially reserved for heating, lighting and ventilation plant for the use of the crew, and provisions specifying the treatment of sanitary tanks and fresh-water tanks not fitted in the hull of the vessel.

Yugoslavia.

Second paragraph.—It would not be superfluous to mention in this article, *inter alia*, that gangways used both for the crew and for passengers are not deducted from gross tonnage.

Japan.

Third paragraph.—It is not desirable to fix a limit to the tonnage exempted as spaces constructed for storage of liquid and solid stores. It would be preferable to deduct the whole of the spaces, if it is certain that such spaces are exclusively reserved for the master and crew. As regards Japanese ships, in view of the large size of the actual spaces used for storage of provisions by reason of their special character, it should be permissible, even should some restriction be necessary, to deduct spaces used for storage of provisions up to at least 20 per cent of the total of the other spaces allotted to the master and crew.

ARTICLE 64.

Italy.

General.—The International Convention on Safety of Life at Sea, signed in London on May 31st, 1929, in Article 2, paragraph 3 (*d*), defines passenger ships as those which carry more than twelve passengers. A similar definition is given by the Italian safety regulations and by the laws of a large number of States.

On the other hand, Article 64 defines the expression "passenger ships" for the purposes of tonnage measurement as applicable to any ship having more than one spare room.

It would seem desirable that conventions, even if dealing with different matters, should not contradict each other, and furthermore that Article 64 should be in harmony with the rules in force in a number of maritime countries.

It is therefore considered necessary to amend this article so as to allow spare rooms up to a capacity of twelve, and to change the third sentence as follows :

"On board passenger ships regarded as such under the terms of the International Convention on Safety of Life at Sea, signed in London on May 31st, 1929, having no dining-saloon, smoking-room, etc."

Furthermore, spaces exclusively intended for the accommodation of the crew, even if temporarily unoccupied, should not be included in gross tonnage. This proposal is justified both by the possibility of variation in the numbers of the crew and by the need to provide for the employment of extra hands and of a super-cargo for certain traffic.

As has been explained above, the last sentence of the article should be deleted.

Japan.

The expression "passenger ships" should be held to mean ships whose maximum number of passengers is more than twelve, within the meaning of the International Convention on Safety of Life at Sea, concluded in 1929.

Norway.

First paragraph.—It seems rather unjust that the existence of *two* spare rooms shall render a ship a passenger ship, whereby a good deal of fair deductions must be cancelled. It should be borne in mind that nearly all the larger cargo ships have two spare rooms. It is, therefore, a

question worth considering whether, for that reason, two spare rooms should not be allowed without the ship's being treated as a passenger one.

Second paragraph.—In the second paragraph, store rooms for provisions are not mentioned among the spaces, which shall be non-deductible, when, in conformity with the third paragraph, a ship is regarded as a passenger ship. This is understood to mean that, in a ship having more than one spare room, the provision room may be deducted as long as it fulfils the conditions indicated in the third paragraph of Article 63.

ARTICLE 65.

France.

Second paragraph.—This paragraph should read as follows :

“ The spaces used for navigation and for working of the ship are the following : ”

ARTICLE 66.

France.

First paragraph.—As in the case of Article 61, it would be desirable that the phrase “ to the extent of what is considered reasonable ” should be deleted.

ARTICLE 67.

Italy.

Second paragraph.—For the purposes of applying this article, the donkey-boilers, which on motor vessels are used only for heating fuel, should be treated essentially in the same way as other boilers connected with the main pumps. In any case, in view of the purpose for which they are used, they should at least be regarded as *navigation space*, and therefore a deduction should be made for them under the second paragraph of the article in question.

France.

Paragraph 5, second line.—The conditions in question being required only in the case of water-ballast pumps, it would seem that the text should read as follows : “. . . or water-ballast pump fulfilling the condition mentioned in the previous paragraph is situated ”.

ARTICLE 68.

Japan.

It is unnecessary to retain the provisions concerning the maximum tonnage deductible as pump-room space.

Norway.

The limit of 60 tons for the deduction for pump-rooms in tankers is not reasonable for larger tankers with more than one room for cargo pumps. “ 60 T. (169.80 m³) ” should, therefore, be deleted, so that there remains only a limit of 0.9 per cent of the gross tonnage for ships over 3,000 tons gross.

ARTICLE 69.

Italy.

Third §.—This paragraph refers to “ Allowance for boatswain's store ”; this should read : “ for boatswain's stores ”.

ARTICLE 70.

Japan.

§ 2.—On board ships propellable by both sails and engines, the maximum tonnage deductible for sail-room might be fixed at 2 per cent of the gross tonnage, whatever the proportion of the actual cubic capacity of space counted for propelling power and of gross tonnage.

ARTICLE 71.

Italy.

General.—In order to obtain the best conditions for stability, speed and handling of vessels in ballast, it is recommended that, outside the double bottoms, there should be a reasonable number of spaces (water-ballast tanks, deep tanks, settling-tanks, etc.) for water ballast. For the sake of the safety of shipping and of human life at sea, the application of this criterion should be supported and encouraged. The rule proposed is, on the contrary, in flagrant contradiction with the lessons of good maritime practice, because, for purposes of deduction or exemption, it allows for only a limited and frequently inadequate number of water-ballast spaces.

The clause should therefore be amended so as to make deductible *all spaces which are shown by maritime technique* to be intended for *water-ballast*, subject, of course, to the possibility of occasionally including in tonnage such of those spaces as might be used for cargo.

Japan.

General.—There is no need to fix a limit to the tonnage deductible as water-ballast space. It would further be desirable to delete from the present Regulations the details concerning pumping installations in water-ballast spaces.

Norway.

General.—As a final observation on Article 71, the Control Office would like to emphasise that it is very doubtful whether the restrictions embodied in this article are fair. These restrictions will greatly increase the tonnage of several ships built for carrying heavy cargo, as for instance, ore. It seems to be unjust that a special class of ships shall be penalised by an eventual adoption of International Regulations for tonnage measurement.

Sweden.

General and second §.—The deduction for water-ballast spaces should not be conditional on application from the owner, nor should they be limited.

France.

Ad (a).—The last sentence of the paragraph should be made more precise—*i.e.*, openings existing between the frames at the height of the top of the water-ballast tanks.

Italy.

Ad (a).—The text reads: "The filling of the openings in the tank-top round the frames at the sides with cement is not permissible".

The reason for this clause is not clear. It seems to relate to the passages concerning the suitability of the water-ballast tanks; it would not appear to correspond to anything in the rules for construction. The reason for it is all the less evident since, from the practical point of view as regards maintenance, it is obviously convenient to allow the filling with cement of spaces between frames in the narrower parts of the vessel (fore and aft peaks) and inside double-bottoms, up to the necessary height for covering rivetings.

Sweden.

Ad (a) and Ad (b).—The provisions under (a), *Ad (a)* and *Ad (b)* are not suitable for tonnage measurement regulations. The tonnage surveyor should not be responsible for testing water-ballast spaces.

The clause concerning the minimum diameter of suction and delivery pipes should be deleted.

Italy.

Ad (b).—The text reads: "The means for filling and emptying water-ballast tanks (*e.g.*, pumps, pipes, etc.) must be . . . and independent of the *installations for water for feed or domestic purposes*, oil fuel or cargo".

It does not seem possible in practice for pumps and accessories for water ballast to be completely independent of pumps and accessories for water for feed or domestic purposes. Further, this distinction is not advisable, since interchangeable pumps and accessories might constitute a useful reserve in an emergency.

It is therefore suggested that the words underlined be deleted and the following sentence added:

"The tonnage surveyor must ascertain that, in the double-bottom or elsewhere, there are spaces of sufficient cubic capacity for containing water for feed and domestic purposes."

Norway.

Ad (b).—It is advisable to give a more complete detailing of the installations of which the means for filling and emptying shall be independent.

It is therefore proposed that in the fourth line the phrase "for feed or domestic purposes, oil fuel or cargo" be replaced by: "or oil for motor cooling, water for feed or domestic purposes, oil fuel or cargo".

Ad (c).—With reference to the proposed alteration to paragraph *Ad (b)*, the following corrections should be made in the seventh line from the top of page 46: After the word "water", insert "or oil", and after "cooling", insert "water for".

Italy.

Ad (c).—The clause concerning the oval or circular shape of manholes would seem to be too drastic and involves needless interference for the sake of tonnage measurement, with methods of construction, which should be left to the shipbuilder and depend on the principles laid down

in the rules for construction. It would therefore seem desirable, while limiting the area of the openings for access, not to impose conditions with regard to their shape or method of closing, since rectangular openings closed by bolts with finger-nuts, for example, are eminently satisfactory. Furthermore, the following rule might be added :

“Manholes in movable plates should not be allowed.”

Sweden.

Ad (c).—It would appear sufficient to lay down that manholes should have a given maximum surface area; their shape is of no consequence.

Italy.

Ad (c), second paragraph.—In the case of coffer-dams, the desirability for such a rule would seem even more evident in view of their purpose, which is closely bound up with conditions of safety and by reason of the definite rule which forbids their use for cargo. Thus, on account of their very character, which makes it impossible to confuse them with water-ballast tanks, they should be dealt with separately, in the following clause :

“Coffer-dams shall be deducted from gross tonnage, provided they cannot be used for cargo or stores. If necessary, it should be ascertained that it is not possible to fill such coffer-dams with liquid cargo by means of the loading-pumps and that the vessel has sufficient storage room for fuel (when liquid fuel is used) and fresh water.”

Since there is thus no possibility of placing cargo or solid stores in coffer-dams, it is necessary not to insist, as regards access, on conditions which would be needless for tonnage measurement purposes, and might dangerously impair the working of other conditions necessary for coffer-dams such as facilities for ventilation, inspection, etc.

The following clause should therefore be added to the proposed rule :

“The regulations concerning access to water-ballast tanks shall not apply to coffer-dams.”

The second paragraph of *Ad (c)* should accordingly be deleted.

Norway.

It does not clearly appear how the graph indicated on page 47 is to be used. If the meaning is that the deduction for water-ballast spaces may be determined by a scale laid on the graph, this should be drawn to a much larger scale. The deduction may also be determined by interpolation, although this procedure is hardly mathematically correct. At all events, the procedure must be clearly indicated in the Regulations.

ARTICLE 73.

Italy.

First §.—Complete measurements (that is to say, total length and total breadth) should be taken from side to side outside linings.

It would therefore seem unfair to adopt different criteria for partial measurement of spaces to be deducted when calculating tonnage, especially since the rule laid down in the article in question would involve a difference for each partial measurement, and thus the space to be deducted or exempted would be appreciably less.

It is therefore proposed that such partial measurements should be made by the same criterion as those adopted for complete measurements.

Sweden.

First §.—This paragraph should be made clearer. This method of measurement should be applied to deductible spaces only provided that, for purposes of determining the gross tonnage of a superstructure, its length and breadth should be measured to the stiffeners.

Yugoslavia.

First §.—This paragraph should be amended in the sense that surfaces deducted from gross tonnage should be measured between the inner sides of bulkhead plates or between the inner sides of wooden partitions; otherwise such surfaces would not be wholly deducted. Accordingly, Figure 106 should be altered as shown in Fig. B, annexed hereto,¹ with a note that this measurement on the sides of ships is limited to the inner edges of the sides.

It would be by no means desirable to limit the amount of water-ballast, for the important reason that, in certain cases, the water-ballast is indispensable for the safety of the ship. For this reason, and in order that this limitation should not tend to cause new vessels to be constructed in an unsafe manner, it is desirable that water-ballast be not limited and that in the case of water-ballast only conditions (a), (b) and (c) of Article 71 be required, with which tanks must comply in order to be recognised as exclusively usable for water-ballast.

¹ Figure 106 has been modified as shown in Annex 3.

Japan.

Fourth paragraph.—“ 9.14 metres ” should be replaced by “ 9 metres ”, for the reasons given in the case of Article 21.

Netherlands.

It would seem preferable to replace the graph showing the maximum percentage of gross tonnage allowed for water-ballast by a table regularly fixing the various allowances shown in the graph, so that the insertion of intermediate terms would be quite simple and not give rise to differences.¹

ARTICLE 75.

Italy.

§ 1.—The regulations in Italy and in other States, while adopting for the deduction of propelling-machinery spaces rules similar to those of Article 75 of the draft, give the central administrations in special cases power to allow a deduction of 32 per cent, even when the cubic capacity of the above space is equal to or less than 13 per cent of the gross tonnage.

Article 75 on the other hand does not permit the exercise of such latitude, so that, in the case of certain vessels—for instance, motor ships—in which less space is required for the engines and where the proportion, though never over 13 per cent, reaches that figure or is very near it, the second rule would have to be applied—that is to say, a deduction equivalent to 22.75 per cent (should the proportion be 13 per cent) or less than that figure.

There would be an obvious danger in applying this rule strictly to such vessels: their owners would be led to waste space in order to come within the prescribed limits so as to get the 32 per cent reduction which would diminish the capacity of the holds and therefore the possibilities of commercial utilisation of the said vessels.

It would therefore seem more logical and equitable to add to the first paragraph of the article in question the following sentence:

“ The administration of the State to which the vessel belongs may nevertheless in special cases grant the deduction of 32 per cent of gross tonnage, even when the cubic capacity of the propelling-machinery space is equal to or less than 13 per cent of gross tonnage.”

Footnote 2.—In note 2 to this article, where it is said that “ a ship shall not cease to be regarded as a tug because of the fact that she is equipped with a fire-pump ”, it would be desirable to specify that what is meant is a pump *especially* intended for extinguishing fire.

Japan.

§§ 1 and 2.—The tonnage deductible for propelling-machinery space should be for screw-steamers 175 per cent of the real cubic capacity of the space used for propelling machinery and 150 per cent for paddle-steamers, whatever the proportion of the real cubic capacity space used for propelling machinery to the gross tonnage. Nevertheless, the real cubic capacity of the space used for propelling machinery—including fuel bunkers—might be deducted, should the shipowner make a special request to that effect. In such cases, only the permanent fuel bunkers should be taken into account, reserve fuel stores being excluded.

Sweden.

§§ 1 and 2.—The deduction allowed for propelling-machinery space should follow a regular uninterrupted curve between 13 and 20 per cent.

Yugoslavia.

§§ 1 and 2.—This article gives the usual percentage for deductions from gross tonnage for propelling-machinery space.

In certain cases, both in steamships and motor ships, this percentage by no means corresponds to the deduction justified by the requirements of steam or motor propelling power; and this is almost a deliberate error. It would therefore be reasonable to abandon this usual but erroneous principle and allow the deduction which really meets the requirements of motor or steam propelling power—that is to say, that for these requirements the spaces really used be deducted; those used for boilers, fuel, engines, shafts, feed-water tanks, liquid-fuel tanks and lubricating-spaces for auxiliary machinery, and light and air spaces, for engine-rooms, in so far as the latter have not been deducted. The introduction of the system in question would have the difficulty of necessitating a more detailed measurement than usual of the spaces reserved for fuel and feed-water, but only of those spaces which are above the double-bottom. This difficulty, which is a very slight one in certain cases, is countered by the fact that the technical work is perfect. The State would also benefit as regards taxation, since, under this system, the net tonnage in the case of most ships will be greater than when the deduction is fixed according to a percentage.

¹ These observations seem to refer to Article 11.

Japan.

§ 3.—The provisions of this clause, which reduce the tonnage deductible as propelling-machinery space to 55 per cent of the tonnage obtained by deducting from the gross tonnage the deductible tonnage other than that allowed for propelling-machinery space, should also apply to ships used as tugs or as ice-breakers.

ARTICLE 76.

Italy.

First paragraph.—Instead of “the propelling-machinery space *may* include”, it would be better to say: “the propelling-machinery space includes”.

Japan.

(*d*).—The clauses should be deleted which prescribe the sides of the engine-room and boilers above the upper deck, as referred to in (*d*) of this article, may, on application from the owner be added wholly or partly to the gross tonnage or to the tonnage allowed for propelling-machinery space. These spaces should always be deducted from the gross tonnage, and therefore Article 77 should be deleted.

France.

Ad (a), (b) and (c).—At the end of *Ad (a), (b) and (c)* should not the figures be 108 and 109 instead of 98 and 99?

Yugoslavia.

In paragraphs *Ad (a), (b) and (c)* of this article, there is a printer's error. For figures “98 and 99” read “108 and 109”.

ARTICLE 77.

(See observation under Article 76 made by the Japanese Government.)

ARTICLE 78.

Italy.

A (6) (a).—This article lays down that settling-tanks for oil in steamships (not including motor ships), if situated within the boundaries of the machinery space, or in adjacent spaces, shall be regarded as part of the propelling-machinery space unless (as added in a footnote) such settling apparatus really constitutes fuel-bunker space.

It seems difficult to determine exactly when the tanks in question cease to be settling apparatus and become fuel bunkers, since any settling-tank is more or less utilisable for storage of liquid fuel.

A clause such as this will therefore only inconvenience the tonnage surveyors and will not ensure the necessary uniformity of decisions.

Unless, therefore, it is found possible (which does not seem easy) to lay down precise rules making the above-mentioned distinction, it would be better to delete the footnote and replace it by the following rule: “Settling tanks may not be used as liquid fuel bunkers”. Any breach of this rule would involve the penalties prescribed in the Regulations.

It is further proposed that a deduction should be made even for settling tanks on motor ships. Indeed, the reason for the exclusion is not clear, since, in view of the increasingly widespread use of heavy oils on motor ships, such tanks are absolutely indispensable for the working of the motors, and obviously much difficulty will be caused in the use of such motors by the presence of water in the liquid fuel; this difficulty will be greater than those (more or less negligible) caused by the same defect in steamships in respect of the free combustion of boilers.

Japan.

A (6) (a).—The settling tanks (tanks for lubricating) might be regarded as forming part of the engine room and boilers, provided that they are within the limits of the engine-room and boilers.

Settling apparatus should be treated in the same way in motor ships as in oil-burning ships.

Netherlands.

A (6) (a).—Settling-tanks are included under propelling-machinery space, (6) (a). This clause as it stands might give the impression that *all* settling-tanks on steamships would be included. Probably, however, it was only intended to include in propelling-machinery space the part of the settling-tanks containing the heating pipes, such space being necessary for the proper working of the engine. The fact that, under the draft Regulations, this does not extend to motor ships was probably due to the supposition that it is never necessary to heat fuel oil for motors. It seems not inconceivable, however—certainly not in the future—that motor fuel-oil will have to be heated beforehand. For this reason, it would be preferable to change the wording of Article 78, 6 (a), in such a way as to show clearly, both in the case

of steamships and motorships, that the spaces in the settling-tanks in which heating pipes are placed should be regarded as propelling-machinery space, since they are necessary for the proper working of the propelling machinery.

France.

A (6) (v).—Fuel-oil pumps : By reason of its position, the transfer pump which is situated forward of the coffer-dam in the forward part of oil tankers and is used for emptying and filling the deep tank for fuel oil adjacent to the fore peak cannot be regarded as forming part of the propelling-machinery space. Since, however, the cargo pumps on vessels of this kind are deducted, it would seem somewhat harsh to refuse the transfer pump the deduction granted to cargo pumps. This deduction would be made after limitation of space.

Should this suggestion be adopted, Article 68 should be completed accordingly.

Sweden.

B.—The provisions of this article seem too detailed.

ARTICLE 81.

Yugoslavia.

General.—In connection with the remarks made on Article 75, it would be desirable, if the principle of the deduction of the space actually used for motors or steam engines is accepted, not to limit in any way the boiler rooms or engines or tunnels, as provided in Article 81, but to lay down as a condition that these spaces cannot also be used for cargo.

Japan.

(a) (1).—The restriction of the length of propelling-machinery space is carried out only in cases recognised to be particularly unreasonable, the decision being left to the competent authority.

France.

(a) (5).—It would not appear that any exception to the conditions laid down in *(a) (2) (i)* and *(ii)* could be allowed without some danger being involved, unless the responsibility for granting it be entrusted to an international body.

Sweden.

(b) (4).—The existence of platforms should not affect in any way the question whether trunks should or should not be included in the cubic capacity of space reserved for propelling machinery.

Norway.

(c) (2).—The Control Office is in doubt as regards the understanding of the expression : “ Their total length should not *exceed* the length of the machinery space underneath ”. If the meaning is that, for instance, a part of a light and air casing situated, say, forward of the foremost machinery bulkhead shall not be regarded as part of the propelling-machinery space, even if the *total* length of the light and air casings is *less* than the length of the machinery space underneath, this should be clearly indicated in the Regulations.

With reference to this example, the question of how to treat the part situated forward of the foremost machinery bulkhead may also arise. Shall it be included in the gross tonnage as an *ordinary superstructure*? If it is neither to be regarded as an ordinary superstructure nor as part of the propelling-machinery space, shall then the cubic capacity of the said part be included in the cubic capacity which is to be stated in the tonnage certificates (Appendices 2 and 3¹) under the heading : “ The cubic capacity of spaces on or above the upper/uppermost deck capable of . . . etc.”.

With regard to inclusion in the gross tonnage, it may be said that a light and air casing, or part of it, is not, in most cases, available for cargo or stores, etc. (see Article 51), and that therefore it should not be included in the gross tonnage, but the question of what is to be stated in the tonnage certificates remains unsolved.

The observations here made as regards inclusion in the gross tonnage, and what is to be stated in the tonnage certificates, will also apply when it has been necessary to limit the breadth of a light and air casing.

The matters touched upon above should be cleared up by one or more figures.

¹ To the Supplementary Report, document C.719.M.324.1931.VIII.

ARTICLE 82.

Yugoslavia.

The last paragraph of this article lays down that, if more than one breadth is measured, a mean of the breadths should be used in the calculation. The same method is used for depths.

Should the sides of the engine-room and boiler-room not be straight but curved, which is the case on oil tankers and on a fairly large number of other vessels, the method in question is not accurate; this text should therefore be modified and its application made conditional by means of the following wording :

Should the sides of the engine-room and boiler-room be straight, measurement would then be taken at the middle of the depth of the two end breadths; their mean would then be taken and multiplied by the length of the room. In this way, the mean horizontal surface of the room will be obtained. By multiplying the mean surface thus obtained by the mean depth, the mean cubic capacity of the room will be found.

Should, however, the sides of the engine-room and boiler-room be curved, a measurement should then be taken of the mean depths of at least three breadths at equal distances, and the mean horizontal surface calculated according to Simpson's rule. The mean cubic capacity of the room measured will be found by multiplying the mean surface then arrived at by the mean depth.

ARTICLE 83.

France.

Table on Page 58.—Column A : Before " under deck tonnage " read " 1630 " for " 1650 ".

Column B : Second square, fifth line.—For " 429.88 + 752.29 tons ", read " 429.88 × 1.75 = 752.29 tons "; first line—For " 1215.56 ", read " 1216.56 ".

Norway.

The scheme of calculation indicated on page 59 is not quite correct; 13 per cent of 1,617, 24 = 210,24 and the basis for the deduction for the machinery space is 160 + 50.24 = 210.24. Consequently, the deduction for the machinery space is not 32 per cent of the gross tonnage.

The error is due to the fact that, when calculating 13 per cent of the preliminary gross tonnage (1567.25) the decimals have been omitted (see sixth line from the top of page 59).

The calculations must be corrected, and the last line : " Gross registered tonnage : 13 per cent of . . . ", which is not clear, should be replaced by the cubic capacity corresponding to 13 per cent of the gross tonnage and the cubic capacity of the machinery spaces, which must be taken as the basis for the calculation of the deduction for the machinery space.

Further, it is desired to point out that the various cubic capacities have not been stated in cubic metres.

Japan.

As a result of the simplification of the provisions concerning propelling-machinery space, mentioned in the previous articles, the examples of calculations given in this article would become useless.

ARTICLE 90.

Japan.

General.—It would be desirable to fix the registered length, breadth and depth as follows :

(1) The registered length is that measured from the fore side of the upper end of the stem on the level of the upper deck to the after side of the end of the stern-post.

Should there be no stern-post, the length is measured to the centre of the rudder-stock.

(2) The registered breadth is that measured from the outer surface of one side of the ship to the other at the broadest part of the ship.

(3) The registered depth is the vertical distance measured in the median plane of the ship at half the registered length between the upper surface of the keel and the upper surface of the upper deck at side.

France.

(3) *Registered Depth.*—In view of the vagueness of the last sentence, the definition of this measurement should be amended.

TABLE V B.

France.

Should it not be " hundreds " instead of " twentieths " ?

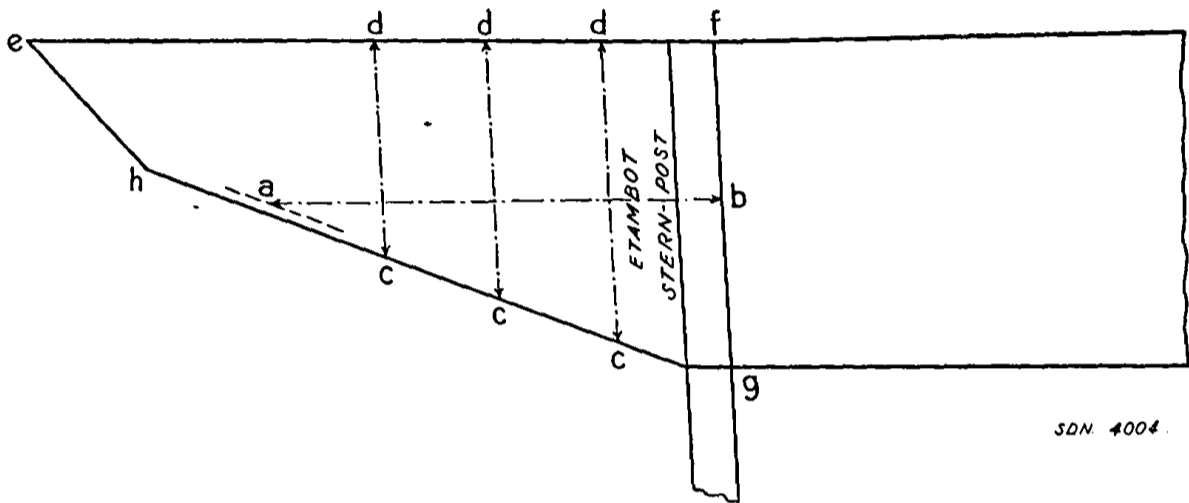
FIGURES ANNEXED TO THE DRAFT REGULATIONS.

France.

Page 23, Figure 68.—Curve c.d. The letter " d " has been omitted.

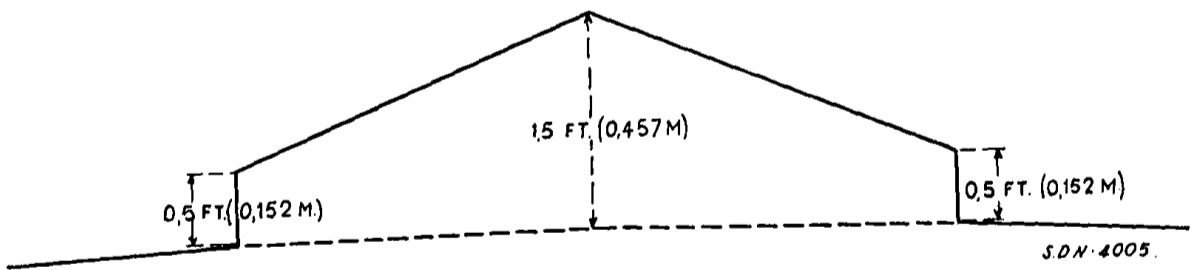
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Appendix I.



$ab = \text{Length } z$. According to the present wording of Article 48, Method 1 (c), cd are the heights to be measured, and due to the present wording of Article 49, Paragraph 1, the mean of these heights shall be used when calculating the cubic capacity of $efgh$.

Appendix II.



ARTICLE 82.

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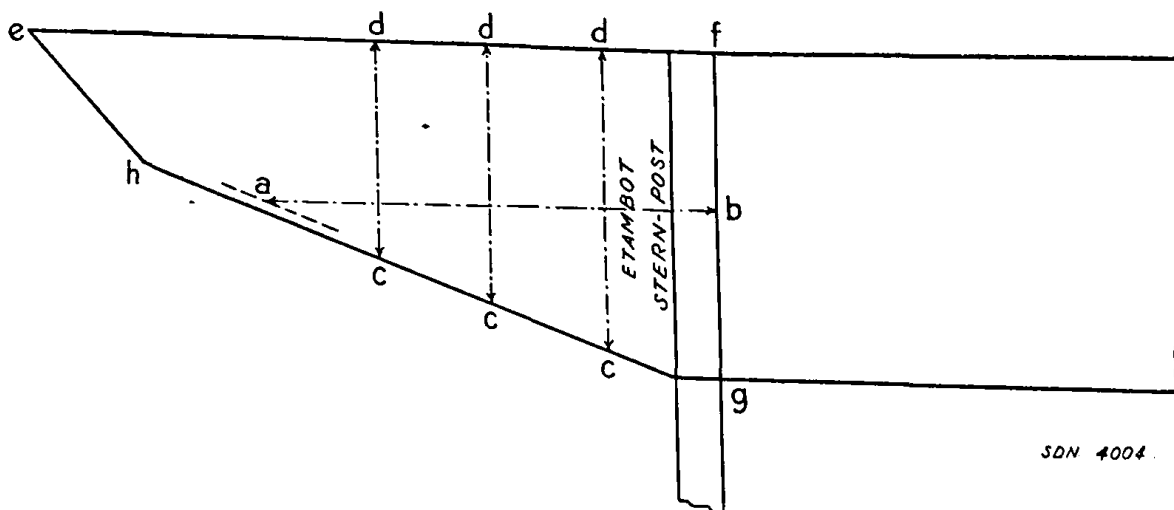
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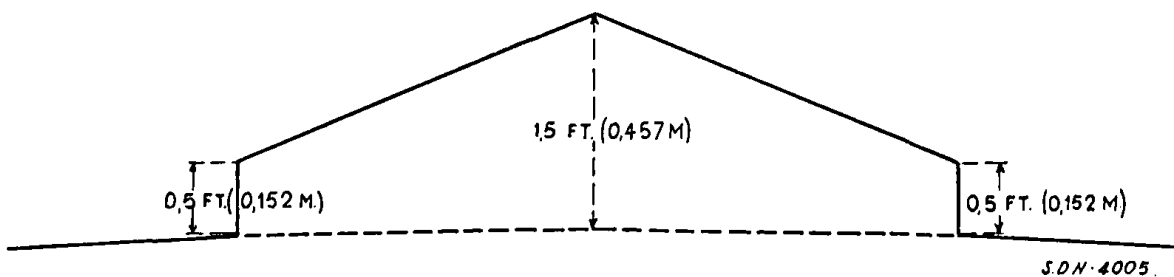
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Appendix I.



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Appendix II.



(Communicated to the Council and Members of the League).

LEAGUE OF NATIONS

Geneva, December 26th, 1935.

ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS
AND TRANSIT.

PERMANENT COMMITTEE ON ROAD TRAFFIC.

3

REPORT ON THE TENTH SESSION OF THE COMMITTEE

held at Geneva from November 1st to 5th, 1935.

Present: All the members of the Committee, with the exception of M. ROUBIK, replaced by M. Z. ZANAK, Ministerial Counsellor at the Czechoslovak Ministry of Public Works.

The following also attended the meeting:

For the International Tourist Alliance (I.T.A.):

M. E. DELAQUIS, Professor at the University of Geneva, Director of the Touring-Club Suisse.

For the International Association of Recognised Automobile Clubs (I.A.R.A.C.):

Colonel M. O'GORMAN, Vice-President of the I.A.R.A.C. and Vice-President of the International Aeronautical Federation (I.A.F.).

Colonel G. PERON, Secretary-General of the I.A.R.A.C.

For the International Union of Towns and Local Authorities:

Dr. G. DE SCHULTHESS, Director of the Union of Swiss Towns.

Secretary: Mme. LEHMANN.

Series of League of Nations Publications
VIII. TRANSIT ✓ 1936.VIII.3.

I. AMENDMENTS TO THE CONCLUSIONS ADOPTED AT THE NINTH SESSION
IN CHAPTER IV (ROAD SIGNALLING QUESTIONS).

At its ninth session, the Committee had proposed introducing the four new signs shown in Annex 6 of its report.¹⁾ In October, the question of these signs formed the subject of a study by the I.A.R.A.C., which was referred to the Committee for examination (see Annex 1) and led the latter to modify, in some points, its conclusions adopted in June.

No change should be made in sign No.1 in Annex 6 (overtaking prohibited) or sign No.3 (use of sound signals prohibited).

This was not the case, however, as regards signs Nos. 2 and 4. From the further study made, it would appear that sign No.2 (passing prohibited) would be very little used and was not indispensable. In the case of road signalling, there had always been a perfectly legitimate anxiety not to increase the number of signs unless absolutely necessary. In these circumstances the Committee, after reconsideration, withdrew its proposal regarding the introduction of sign No.2.

Sign No.4 was intended to indicate generally the removal of a prohibition and, both from the standpoint of traffic police and from that of signalling arrangements, the abolition of a prohibition raised general questions which called for thorough consideration. From the standpoint of safety, it also involved a very close and general study of the question whether all road signs should or should not compulsorily be placed on the near side of the road. In such circumstances, the Committee felt that the conclusion adopted in June should not be maintained and that the question should be referred back for consideration at a later session after an enquiry which the Secretariat was instructed to make into the existing position in the various countries. The amended text of the Committee's recommendations regarding the use of place signs and the two new signs appears in Annex 2.

II. LIGHT SIGNALS.

At its ninth session (June 17th - 21st, 1935), the Committee's attention had been drawn to the necessity of reconsidering the question of light signals at cross roads, particularly in towns. The Committee had found²⁾ that the data at present available was not sufficient to enable it to express an opinion on the position; nevertheless, international guiding principles on the subject would be of great utility, and it had therefore asked that prompt enquiries should be made from the European Governments.

This had been done, and the Secretariat's Note (see Annex 3) gave an account of the replies given by Governments to the questionnaire sent to them.

1) Document C.276.M.143.1935.VIII.

2) See document C.276.M.143.1935.VIII.

The first conclusion which emerged from these replies was the following: when traffic at cross-roads was regulated by light signals, there was no further need, as previously anticipated¹⁾ to regard the choice between the three-colour and one-colour signalling systems as optional. Most countries, including France, where the one-colour signal system was for some time favoured by the Paris authorities, had now, in principle, adopted the three-colour system. It had been recognised, and the Committee agreed, that this was the system by which traffic could be regulated in the safest and most elastic manner possible, both as regards vehicles and pedestrians. Moreover, it was of primary importance for the safety and regularity of national and international traffic that signalling should be standardised. In those circumstances, the few countries which had adopted another form of signalling with two colours or one colour should be asked to give it up and to introduce the system adopted and already applied in the majority of cases.

Consequently, at cross-roads where traffic was regulated by light signals, such signals should follow the three-colour system and be given by red, green and amber lights; red meaning stop, green meaning all clear, and amber, the exact meaning of which was defined by the Committee at its eighth session, held in May - June, 1933, in the following terms:

"(1) For a driver who has not yet entered the cross-roads, the amber signal forbids him to enter the said cross-roads;

(2) In the case of a driver who has already entered the cross-roads, the amber signal orders him to clear the crossing."

The signals should have the same meaning for drivers of all vehicles whatsoever and for pedestrians.

It should be noted that the three colours referred to were in conformity with the general principles already adopted for signalling: red signifying danger and stop, green signifying all clear, and amber signifying attention.

In applying these three colours to light signals at a crossing, the amber light acts as an intermediate signal between the other two colours. The Committee regarded its use as essential for passing from green to red, and also recommended it as an intermediate signal between red and green.

In some installations, the three colours appeared consecutively without any two of them ever being shown together, and that solution was regarded by the Committee as the most commendable. In other cases, amber appeared before the green or red disappeared. During the period when amber and green appeared simultaneously, the instruction given by the amber light was the one to be observed. When amber and red appeared together, red took priority.

1) See document C.671.M.321.1933.VIII.

The lights corresponding to the three colours should be placed vertically above one another in the following order from top to bottom: red, amber, green. In countries, however, where the opposite order was adopted, it could be temporarily retained.

Lights should be high enough above the ground to be clearly visible to the drivers of vehicles and to pedestrians, special allowance being made in this respect for low-bodied vehicles in accordance with a previous conclusion reached by the Committee.¹⁾ When perfect visibility could not be ensured by placing the lights at a uniform height above the ground, a satisfactory solution would be to place on the support, in addition to a group of lights at a suitable height to be seen from a distance, a second group at a lower level, giving the same signs simultaneously with the first. The special advantage of lights fixed rather low was that they were the most suitable for pedestrians.

All cross-roads with light signals must, according to the arrangement of the site and the volume of traffic, be so fitted that the signals are clearly visible from all the approach roads.

The three-colour signal lights just referred to were fixed lights, but during the time when the three-colour signals were not operating, it might be advisable, nevertheless, to indicate the existence of the crossing by light signals. In such case, the Committee recommended that an amber flashing light should be used as a permanent signal.

The principle of signalling by means of a constant flashing amber light could also be usefully applied at other points, such as cross-roads, where the competent authorities thought it unnecessary to instal a three-colour signal or to have an official regulating traffic by means of hand signals.

A fixed amber light was suitable for indicating obstacles to be avoided.

In concluding the present statement of the question of light signals, the Permanent Committee expressed the wish that the recommendations made therein should be embodied in a special communication to the Governments of European countries.

The Committee further recommends:

- (1) That the meanings above ascribed, in the case of light signals, to the red, amber and green lights respectively should be embodied in a formal definition to be inserted in the international regulations;
- (2) That the two new signs (overtaking prohibited and use of sound signals prohibited) should also be inserted in the international rules.

1) See document C.671.M.321.1933.VIII, page 14..

These amplifications to the international regulations could be made by an addition to the annex to the Convention of March 1931 concerning Unification of Road Signals, in conformity with the procedure laid down in Article 13 of that Convention.

III. EXCHANGE OF VIEWS ON VARIOUS QUESTIONS DISCUSSED BY
THE I.A.R.A.C. AT ITS MEETINGS IN OCTOBER 1935
(see Annex 1)

1. Level Crossings.

Colonel O'GORMAN thought it regrettable that the Committee seemed to be taking the priority of rail over road as a matter of course; it was pointed out, in reply, that the question of priority of rail over road had not been considered by the Committee and had even been set aside.

Prince GHIKA pointed out that some level crossings in the vicinity of stations were often closed for very long periods, not for the passage of trains but because of the shunting needed for operating the station.

This remark was noted by the Committee, which decided to refer the question to the Advisory and Technical Committee for special examination jointly with the Permanent Committee for Transport by Rail.

2. Unification of Place, Distance and Direction Signs.

Referring to the statement contained in Annex 1, Colonel PERON stressed the advisability of standardising the place sign by using everywhere a blue rectangle with the name in white letters and without any advertising matter.

The Committee agreed with this view.

3. Simplification of Travelling Documents.

The I.A.R.A.C., as also the Sub-Committee of Experts on Tourist Traffic set up by the Economic Committee (see Annex 4), had studied the various reforms which would allow of the abolition of the international driving licence and the international certificate for motor-vehicles and the simplification of Customs formalities as much as possible.

After an exchange of views, the Committee recognised the great importance of these questions, and recommended that the studies made on the subject should be energetically pursued. It asked to be kept informed of these studies and of their results with a view to further investigation.

It instructed its Secretariat to collect preparatory documentation, particularly on the bilateral agreements concluded between neighbouring countries for facilitating frontier crossing.

4. Replacement of the Two Conventions of 1926 by a New Convention dealing with Road Traffic generally.

The I.A.R.A.C. had reported that, in its view, the two Conventions on road traffic concluded in 1926 should be recast and a single Convention established.

Some members of the Committee felt that it would even be advisable to go further and have a single Convention to take the place, not only of the two Conventions of 1926, but also of the 1931 Convention. Several members pointed out, in this connection, the necessity for co-operation between Governments and the Permanent Committee on Road Traffic and the large international associations.

After discussion, the Committee found that the question was complicated and would call for very careful preparation. It instructed its Secretariat to ascertain the present position as regards ratification of the three Conventions and the effect already given to the rules laid down in those Conventions by certain countries which had not yet acceded to them.

5. Obligation for Motorists proceeding abroad to carry the Requisite Distinctive Mark.

The I.A.R.A.C. reported that this obligation was very inadequately observed.

The Committee agreed that this was true. It was frequently found that the special nationality mark prescribed in Article 5 of the International Convention of 1926 on Motor Traffic did not comply with the provisions of Annex C of that Convention.

On the proposal of the CHAIRMAN, the Committee decided to ask the Communications and Transit Committee to remind all States parties to the Convention of the necessity of ensuring strict compliance with those provisions, and other European countries of the advisability of uniform regulations on the subject.

IV. COLLABORATION WITH THE CENTRAL COUNCIL OF INTERNATIONAL TOURING.

Prince GHIKA suggested that the Committee should consider the possibility of proposing to the Advisory and Technical Committee for Communications and Transit to invite the Central Council of International Touring to collaborate with the Committee in the same way as, for instance, the I.A.R.A.C. and the I.T.A.

The CHAIRMAN noted this suggestion, and said that he would take the necessary action in the matter.

V. CIRCULATION OF FOREIGN MOTORISTS IN COUNTRIES WHERE INSURANCE IS COMPULSORY.

At its session of October 21st - 24th, 1935, the Sub-Committee of Experts on Tourist Traffic recommended that the Communications and Transit Organisation should 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.

The discussion showed that it was necessary in this connection to refer to the documentary material already collected by the Secretary-General of the I.A.R.A.C.

M. JANAK described the solution which had been adopted in Czechoslovakia, where a national central fund had been created to compensate, in certain cases, the victims of accidents caused by foreign motorists.

Mr. FRANKLIN and M. VALSINGER also described the solutions adopted in the United Kingdom and Sweden respectively.

Finally, the Committee instructed its Secretariat to summarise and complete as quickly as possible the documentary material on the situation in the various countries. The question would then be reconsidered with a view to finding a temporary solution, pending the standardisation, which was desirable, of the regulations on civil liability of motorists' (third-party risks) compulsory insurance.

VI. COMMUNICATION REGARDING THE INTERNATIONAL CONFERENCE ON THE TRANS-EUROPEAN HIGHWAY FROM LONDON TO ISTANBUL, HELD AT BUDAPEST FROM SEPTEMBER 10th to 14th, 1935.

M. VALSINGER, who had attended this Conference as an observer, submitted to the Committee the valuable report he had prepared on the subject.¹⁾

The CHAIRMAN congratulated M. Valsinger and thanked him for his report.

VII. COMMUNICATION BY THE SECRETARIAT.

The SECRETARY of the Permanent Committee reported that the International Commission on Illumination had, on September 11th, 1935, written to the Chairman of the Permanent Committee drawing his attention to the fact that certain road signalling questions studied by the Committee had already been investigated by a technical committee of the Commission on Illumination. That Commission placed its documentation at the disposal of the Permanent Committee.

The Permanent Committee, after hearing Mr. Franklin's explanations of the character of the International Commission on

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

Illumination and the scope of its work, instructed its Secretary to thank the Commission for its offer and, if necessary, to make use of it.

VIII. CONVENTIONS AND AGREEMENTS CONCLUDED AT THE EUROPEAN CONFERENCE ON ROAD TRAFFIC, 1931. PRESENT SITUATION WITH REGARD TO RATIFICATIONS AND ACCESSIONS.

The SECRETARY of the Committee reported that, since the Committee's last session, the Government of the Union of Soviet Socialist Republics had acceded to the Convention concerning the unification of road signals, and to the Convention on the Fiscal Regime of Foreign Motor-vehicles. The Government of the Union of Soviet Socialist Republics had further signed the Agreement between Customs Authorities to facilitate the Procedure in Case of Lost or Undischarged Triptychs.

The Committee noted this communication.

ANNEX 1.

(C.C.T./C.R./106)

Geneva, October 30th, 1935.

NOTE BY THE SECRETARIAT
ON THE MEETINGS OF THE INTERNATIONAL TOURIST COMMISSION AND
THE INTERNATIONAL TRAFFIC AND CUSTOMS COMMISSION OF THE
INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE
CLUBS (I.A.R.A.C.) HELD AT PARIS ON
OCTOBER 10th and 12th, 1935.

This note is not a full report on all the questions dealt with by the Commissions of the I.A.R.A.C. at the two meetings held on October 10th and 12th, 1935. The Secretary of the Permanent Committee has confined herself to dealing with the questions which seem to her to be of special interest to the Permanent Committee.

A. MEETING OF THE INTERNATIONAL TOURIST COMMISSION.

1. Examination of the Report on the Ninth Session of the Permanent Committee on Road Traffic.

The International Tourist Commission, to which the report on the ninth session of the Permanent Committee had been circulated by the Secretary-General of the I.A.R.A.C., examined the results of this Committee's work point by point.

(a) Signals for Level Crossings.

Colonel O'Gorman raised in the International Tourist Commission the same point to which he had already drawn attention in the Permanent Committee - namely, that it was regrettable that the Committee should have seemed to take the priority of rail over road as a matter of course. He explained to the Commission that the Permanent Committee had stated in reply to his objection that this question had not been officially referred to it, and that all that the Special Committee for the study of signals at level crossings had been asked to do was to introduce order and uniformity into such signals and to recommend, if necessary, measures for their improvement.

The Secretary of the Permanent Committee drew the Commission's attention to the fact that the Special Committee had also adopted a recommendation regarding the desirability of the abolition of level crossings, and that, further, the last Assembly of the League of Nations had asked the Communications and Transit Organisation to study, as a whole, the problem of the co-ordination of transport and particularly of transport by rail and road.

The International Tourist Commission also declared itself in favour of the abolition of level crossings; but as regards the priority of passage of rail over road, it expressed the opinion that a distinction should be made between level crossings in the

vicinity of stations and those in the open country. As regards the former, it recommended that arrangements should be made to keep shunting and standing trains clear of level crossings, so as not to interfere with road traffic.

(b) Road Signal Questions.

Colonel O'Gorman, who, like the other delegates of the I.A.R.A.C., had left the Permanent Committee's session before the latter had adopted its conclusions, had not been able to express an opinion on the new signals proposed in their final form. He had already communicated his observations to the Secretariat and repeated them to the International Tourist Commission.

A discussion ensued, the conclusions of which were as follows:

The new signs Nos. 1 and 3 were approved by a large majority, while signs No. 2 (passing prohibited) and No. 4 (removal of a prohibition) were much criticised and were "rejected" by the Commission.

Sign prohibiting Vehicles from passing Each Other.-

As regards sign No. 2, criticism was directed against two points: in the first place, it was considered that this sign was not of much utility, owing to the small number of places where there was international traffic at which it would be put, and, secondly, that it was not clear enough, since it could be interpreted as meaning that all traffic was prohibited.

Sign indicating the Removal of a Prohibition.-

As regards sign No. 4, the majority of the Commission was of opinion that such a sign was useful. It considered, however, that it should not have the shape of a disc, since, according to the Permanent Committee's code of signals, discs were reserved for positive instructions; as the sign indicating the removal of a prohibition constituted, in the Commission's opinion, a mere indication, it should be rectangular. (In order to prevent the duplication of plates, the Commission proposed that the rectangle should be enclosed in the disc.)

The Commission also considered that a single sign indicating the removal of a prohibition, which might refer to a whole series of different prohibitions, might lead to confusion; the fact that this sign would be placed on the back of the sign of the prohibition the removal of which it indicated, and that consequently the motorist could see what it meant by looking at the front of the plate, was not considered satisfactory, since it would be dangerous to ask the motorist to turn round. In order to enable the motorist to interpret correctly the sign indicating the removal of a prohibition, the Commission thought that this sign might usefully consist of a repetition of the figure of the sign indicating the prohibition, in a light colour (either a black figure on a white background or a white figure on a dark blue or black background).

It will be for the Permanent Committee to judge whether, and if so to what extent, it should modify its recommendations in the light of the observations made by the I.A.R.A.C.

2. Unification of Place, Distance and Direction Signs.

After examining the coloured specimens of place, distance and direction signs at present in use in the different countries, which had been collected by the Secretary-General of the I.A.R.A.C., the Commission adopted certain recommendations with a view to the unification of these signs, and relating to their dimensions, colours, height of the letters of inscriptions, etc. These recommendations are in conformity with the Convention on the Unification of Road Signals of 1931.

3. Abolition of the Use of the International Driving Licence and the International Certificate for Motor-Vehicles.

Wishing to simplify frontier formalities as far as possible, the I.A.R.A.C. studied the possibility of abolishing the obligation for motorists to provide themselves with an international driving licence and an international certificate for motor-vehicles. Between certain countries, particularly adjacent countries, bilateral agreements have been concluded permitting a motorist to enter a foreign territory on production of his national driving licence and his national registration certificate. These measures have given rise to difficulties in certain cases, owing to the fact that the frontier officials were unable to verify the authenticity of the documents submitted, being unable to understand them; these documents vary a great deal as regards size and the particulars they contain.

(a) Driving Licence.

The I.A.R.A.C., considering that it would be difficult without an international conference to secure the complete unification of national driving licences from the point of view of the particulars they are to contain, confined itself to recommending to Governments to adopt a model uniform in size and colour.¹⁾ It recommended a uniform wording and arrangement for the front of the cover. This wording would be in two languages - the national language and French, which would be adopted as an international language, as in the case of Customs carnets. A glance at this cover would show the Customs official whether it was a driving licence. The inside pages would be worded entirely in the national language of each country.

(b) Registration Card.

The I.A.R.A.C. considered that it appeared more difficult to achieve uniformity in the wording of the inside pages of the registration card than in that of the driving licence. It recommended that the front of the cover should be uniform, the inside being left to the discretion of each country.¹⁾ The standard cover would be worded like the driving licence in two languages - the national language and French. The size and colour of the card would have to be the same for all countries.

* * *

1) Specimens of the models proposed by the I.A.R.A.C. may be consulted in the archives of the Secretariat.

The question might be considered whether the time has not come for the Permanent Committee on Road Traffic to continue the work of unification already begun by the I.A.R.A.C., in order to arrive at a complete international regulation of this matter.

4. Principal Provisions to be inserted in a Draft Convention on Road Traffic in general.

At its session in October 1934, the International Tourist Commission instructed the Secretary-General of the I.A.R.A.C. to make an enquiry regarding the regulations in force in the different countries as regards road traffic in general, in order to determine the best provisions to be inserted in a new international Convention replacing those of 1926, one of which concerned motor traffic and the other road traffic.

The Secretary-General of the I.A.R.A.C., after receiving the suggestions of the clubs on this subject, and taking into account the provisions contained in the International Conventions of 1926 on motor traffic and road traffic, and in the drafts submitted to the 1926 Conference but not accepted by it, has drawn up a draft which he does not himself consider as a draft international Convention but as a first rough sketch which would need amendment.¹⁾

At the meeting on October 10th, 1935, this draft was not examined by the Commission but it was decided to send it to the national clubs for their observations.

In order to give the Permanent Committee an idea of the contents of this text, we reproduce below the headings of the different chapters.

- Driving of Vehicles.
- Pack, Draught and Saddle Animals.
- Duties of Drivers.
- Pedestrians.
- Direction of Traffic.
- Overtaking.
- Cross-roads and Bifurcations.
- Width of Vehicles.
- Weight of Vehicles.
- Pressure upon the Ground.
- Brakes.
- Lighting of Vehicles.
- Sound-warning Instruments.
- Accessories with which Motor-Vehicles must be provided.
- Registration of Motor-Vehicles.
- Driving Licences.
- Special Provisions applicable to Public Transport Services.
- Communication of Information.
- Observance of National Laws and Regulations.

The Permanent Committee on Road Traffic will judge whether the time has come for it to undertake the necessary studies

1) This draft may be consulted in the archives of the League of Nations Secretariat.

for the revision of the two Conventions of 1926, or whether it prefers to wait until the work undertaken by the I.A.R.A.C. is more advanced.

5. Obligation for Motorists proceeding abroad to carry the Requisite Distinctive Mark.

It is somewhat curious to note that this question, which had originally been placed on the Permanent Committee's agenda at its last session and then withdrawn at the request of the member of the Committee who had asked for its consideration, was also discussed by the International Tourist Commission, although from a different angle. The International Tourist Commission had been notified that certain foreign motor-vehicles were not provided with the regulation plates.

The Commission came to the same conclusion as the Permanent Committee - namely, that Annex C and Article 5 of the 1926 International Convention on Motor Traffic must be strictly observed.

6. Light Signalling.

Lastly, the Commission adopted a recommendation to the effect that no light device unconnected with road signalling, such as a luminous advertisement, should be placed in the vicinity of roads in such a way as to cause confusion with road signals.

B. MEETING OF THE INTERNATIONAL TRAFFIC AND CUSTOMS COMMISSION.

1. Liability of Automobile Clubs for Fines inflicted by the Customs Administration for Improper Use of a Triptych.

This question was raised as a result of the promulgation of a new French law giving the Customs Administration the right to inflict, in the case of improper use of a triptych, fines in some cases amounting to four times the Customs duties. Foreign clubs which guarantee the triptychs or Customs carnets held by their members are in the habit of insuring against the risks thus run. Previously, a fine could never exceed the amount of the ordinary Customs duties. At present, the clubs find themselves in difficulties with their respective insurance companies, which state that they are unable to calculate the risks incurred as a result of the new French law, or else are obliged to quadruple the insurance premiums.

The representative of the French Customs at the meeting of the International Traffic and Customs Commission explained that the risk might be regarded as more or less "theoretical", and that the Customs had practically never inflicted quadruple fines. The representatives of foreign clubs replied that their insurance companies refused to make calculations on the basis of "theoretical" risks. The Automobile Club of France declared its willingness to guarantee all the clubs members of the I.A.R.A.C. the payment of any amount demanded by the French Customs as a fine in excess of the ordinary duties.

2. Estimation of the Value of a Vehicle with a view to the Declaration to be made on a Customs Document.

The Commission recommended that the value of a vehicle from the point of view of Customs guarantees should be calculated on the basis of its commercial value and not of its price when new, it being understood that the fine to be paid in case of non re-exportation of the vehicle would be based on this commercial value.

3. Simplification of Customs Documents. Proposal for the Creation of an "Automobile Passport".

The object of this proposal, which comes from the automobile clubs of the northern countries; is to combine all the necessary documents in a single document which would replace both the Customs carnet or triptych, the international driving licence for the driver and the international certificate for the vehicle.¹⁾

This system does not provide for any leaf to be detached by the Customs offices, but simply for pages on which the Customs will affix entrance and exit visas. The objection made against this system by the representative of the French Customs who was present at the meeting was that extra work would be involved for the frontier Customs offices, since it would be necessary to note the number of each automobile passport and the registration letters and numbers of the vehicle, and to centralise this information in order to be able to exercise effective control when the vehicle left the country; Customs offices are not equipped for these formalities and the result would be delay and congestion at the frontiers.

It was decided to study this proposal.

4. Draft Convention on the System of Triptychs and Customs Carnets.

The text of an unofficial preliminary draft Convention drawn up by the French Customs was circulated to the Commission.²⁾ It was understood that this draft would be supplemented later by proposals from the bodies qualified to deal with the different subjects liable to regulations. The Convention would apply to all means of transport and articles transported (with the exception of public transport services). The Secretary-General of the I.A.R.A.C. was appointed general Rapporteur and entrusted with the task of framing a draft Convention in co-operation with the international groups concerned. The preliminary draft prepared by the French Customs Administration has not yet been examined by the Commission, which decided to refer it to the clubs for their observations.

The Secretary of the Permanent Committee on Road Traffic cannot conclude the present report without expressing her gratitude for the kindness with which the Commissions of the I.A.R.A.C. always listened to her explanations regarding the work of the Permanent Committee, and for the keen interest in the Committee's work displayed by the I.A.R.A.C.

1) A specimen of this model "automobile passport" may be consulted in the archives of the League of Nations Secretariat.

2) This draft may be consulted in the archives of the League of Nations Secretariat.

ANNEX 2.

RECOMMENDATIONS ADOPTED BY THE PERMANENT COMMITTEE
ON THE SUBJECT OF ROAD SIGNALLING.

1. Utilisation of the Place Sign provided for in Paragraph III(d)
of the 1931 Convention concerning the Unification of
Road Signals.1)

In countries in which traffic regulations are different in the country as a whole according to whether the driver is in a built-up area or not, and which desire to provide an indication of this difference in the regulations, the place sign provided for in the Convention shall be utilised to indicate the point at which the application of these rules begins in the locality.

2. Sign prohibiting Overtaking.

The Committee, in studying the conditions of the overtaking of vehicles on the road, recognises that, without prejudice to the observance of the general rules in force, it is necessary that the police authorities should be able, in certain special cases, to indicate by a special sign on the road an express prohibition of overtaking.

The Committee accordingly proposes the creation of a sign having the following meaning: prohibition of overtaking of any motor or other vehicle the dimensions of which are comparable with those of a motor-car. The figure shall consist of a red disc with a round white or pale yellow centre, with two black arrows and a diagonal red bar indicating prohibition, as shown in Figure I 2) (see Appendix).

3. Restrictions to be placed on the Use of Sound Warning Signals,
and Creation of a New Sign to denote such Restriction.

In certain built-up areas, as an exception to the general rules concerning the use of such sound signals, the competent authorities may decide that such signals shall not be used except in case of danger.

This special regime shall be indicated by the following sign: red disc with round white or pale yellow centre, bearing the figure of a motor-horn crossed by a diagonal red bar, as shown in Figure 2 (see Appendix).

1) Document C.231.M.99.1931.VIII.

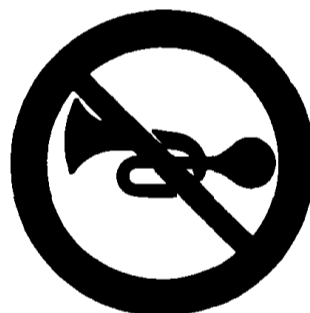
2) In countries where traffic keeps to the left, the arrows will be modified accordingly.

Appendice — Appendix.

SIGNAUX ADOPTÉS PAR LE COMITÉ PERMANENT.
SIGNS ADOPTED BY THE PERMANENT COMMITTEE.



1. Interdiction de dépasser.
Overtaking prohibited.



2. Interdiction d'employer des
appareils avertisseurs sonores.
Use of sound signals prohibited.

ANNEX 3.

(C.C.T./C.R./105).

Geneva, December 15th, 1935.

MECHANICAL LIGHT SIGNALS.

Note by the Secretariat.

Introduction.

The Permanent Committee on Road Traffic, at its ninth session, held from June 17th to 21st, 1935, urged that an enquiry should be carried out without delay, with a view to ascertaining from the Governments of European countries the actual situation in regard to mechanical light signals for regulating traffic at cross-roads. Accordingly, the Secretary-General of the League of Nations, at the request of the Chairman of the Advisory and Technical Committee, addressed to those Governments on July 8th, 1935, a circular letter accompanied by the questionnaire drawn up by the Permanent Committee.

The Secretariat received replies from the following countries: Austria, United Kingdom, Free City of Danzig, Denmark, Estonia, France, Hungary, Iceland, Irish Free State, Italy, Luxemburg, Monaco, Norway, Poland, Portugal, Spain, Sweden, Switzerland, Czecho-slovakia, Union of Soviet Socialist Republics, Yugoslavia.

PART A.

Analysis of Replies.

General Observations. - The replies, which are summarised in Part B, show that the following countries have not introduced any system of mechanical light signals: Free City of Danzig, Estonia, Iceland, Irish Free State, Monaco, Yugoslavia. The Irish Free State reports that by-laws for the regulation of traffic are at present being framed under the Road Traffic Act, 1933, and that some of the by-laws will probably require the use of mechanical light signals; such signals may be necessary in one or two places in the city of Dublin and possibly in other large cities and towns.

Question 1.¹⁾ - Nature and Extent of Mechanical Light Signals.
Authorities responsible for the System.

This system of signals is in general use in the following countries: Austria, United Kingdom, Denmark, Spain, Czechoslovakia, France (in the large towns), Hungary, Italy, Norway (a single installation at Oslo), Poland, Portugal (also by way of experiment), Sweden and the Union of Soviet Socialist Republics. It exists experimentally in Luxemburg and Switzerland. In all the countries which have replied to the questionnaire, with the exception of the United Kingdom, the use of mechanical light signals appears to be

1) The text of the Questionnaire will be found on the sheet attached to the last page of the present Annex.

confined to the towns. In Luxemburg, they have not been introduced in the towns.

The system is under the control of the local authorities in all the above-mentioned countries apart from the United Kingdom, Denmark, Luxemburg, Poland, and Czechoslovakia. In the United Kingdom, light signals may not be erected except where the Minister of Transport has approved of the installations after considering all the necessary particulars. Once permission has been granted, the signals are erected and maintained by the local authorities. In Denmark, the Ministry of Justice issues regulations concerning the construction, equipment and working of mechanical light signals. The local authorities decide whether it is or is not necessary to instal them, and also the position in which they are to be set up. In Luxemburg, the Department of Public Works is responsible for the installation and upkeep of the system of light signals. In Poland, the central authorities issue general instructions for installation, while the local authorities regulate the details. In Czechoslovakia, the light-signalling system is under the orders and control of the State authorities (police headquarters); but it is not impossible that, in places where the local police are under the communal authorities and not under the State police authorities, the municipal authorities themselves may organise the light-signalling system. In Italy, although the choice and installation of the signals is a matter for the local authorities, a certain measure of unification is being brought about by means of biennial national traffic conferences, organised by the Royal Automobile Club of Italy under the direction of delegates of the Minister of Public Works and the Minister of Communications. In Switzerland, light signals are under the control of the cantonal or local police; the only federal legislation on the subject so far is that defining the meaning of the colours employed.

Questions 2 and 3. - Systems employed; Working and Use of the Various Systems.

Systems employed.

The replies to the first question - the systems of signalling employed - do not, on the whole, give very definite information as to the construction and working of the apparatus employed.

The French reply alone gives a detailed description of the working of the two types of installation in use. Austria, Portugal and the Union of Soviet Socialist Republics give the names of the firms who supply the apparatus. In Austria, it appears that either quadrilateral hanging lamps with three lights (Siemens and Halske system) or quadrilateral regulators are used. The regulating clocks of apparatus worked mechanically and the relays are supplied by the firm of Sauter, of Basle. In Portugal, apparatus known as "Electromatic", made by the Automatic Electric Company, Ltd., is used. In Switzerland, the following systems are employed: (a) automatic apparatus: the "Signum" system of Signum Limited, Wallisellen, Zurich; the Heuer lantern; the Jacot-Guillarmod system, made by the Société touristique et ferroviaire de signalisation S.A., Geneva; the Ruegg system; (b) apparatus worked by vehicles: the "Siemens" system of S.A. des produits électriques Siemens, Zurich; the "Pneutrafic", of S.A. Electricité, Wädenswil.

In the Union of Soviet Socialist Republics, apparatus consisting of groups of suspended quadrilateral lanterns is used or else dials (with a hand) of the same type as those manufactured by the German firm A.E.G. In Hungary, automatic apparatus is employed in Budapest with lamps with revolving drums, manufactured by the Hungarian Telephone Works.

The other replies simply state that the system employed is that of coloured lights.

Working of the Systems.

Of the countries which have replied to the questionnaire, only Poland uses apparatus worked by hand exclusively.

In the United Kingdom and Hungary, apparatus worked automatically is the rule, apparatus worked by hand being used only when the automatic system would not be feasible.

In the United Kingdom, the automatic operation consists of the following:

- (1) An electrical controller;
- (2) Vehicle actuation, in which the operation of the signals is varied according to impulses received from detector-pads fixed in the surface of the road;
- (3) An electrical controller worked by push-buttons operated by pedestrians.

(In certain cases, systems (2) and (3) are combined.)

Austria, France and Portugal have two separate systems - namely, apparatus worked by hand and automatic apparatus. In Austria, the hand apparatus is operated by the policeman on traffic duty, by means of change-levers; he is placed on an island close to the hanging lamps or else on a form of pedestal beside the regulators. The automatic apparatus is operated by clockwork. In France, the system of automatic signals is worked by detector-pads. In Luxemburg, the apparatus is worked automatically by acetylene. In Portugal, it is worked by the traffic itself. In Switzerland, all the devices used are automatic, being operated either by clockwork or by the traffic.

The following States have adopted systems of apparatus which can be worked either automatically or by hand: Denmark, Spain, Italy - where purely mechanical and automatic apparatus is also in use (flexible system), and also apparatus worked automatically by vehicles when they reach the cross-roads - Norway, Sweden, Czechoslovakia, and the Union of Soviet Socialist Republics. The last-named country also employs apparatus worked entirely by hand and is studying a scheme for the installation of apparatus actuated by the movement of the vehicles.

Use of the Various Systems.

There appears to be two different ideas. According to the first, apparatus worked automatically is installed at cross-

roads where there is a fair amount of traffic. Thus is Austria, apparatus worked by hand is employed in Vienna (where the traffic is heaviest), while towns in the provinces employ fixed time-cycle apparatus. In France, apparatus worked automatically was used formerly only at dangerous cross-roads with little traffic, or at cross-roads with an average amount; but this idea is gradually becoming modified and an automatic installation is now being set up in the Place de la Trinité, where the traffic is very heavy.

The second idea, which seems to obtain in most countries, is that the installation of automatic apparatus is more suitable at points where traffic is heavy and regular.

Countries that have introduced the system of automatic signals which can, if necessary, be worked by hand, employ this last-named method when the traffic becomes at any given moment less heavy and less regular and can be more satisfactorily controlled by a more elastic form of signals better adapted to actual requirements.

Question 4. - Systems of Signalling based on the Principle of Signals of One, Two or Three Colours.

The great majority of countries have adopted the three-colour system: Austria, the United Kingdom (except at swing bridges, where the one-colour system is employed), Denmark, Spain, France, Italy (where experiments are also being made with two-colour systems), Poland (which also uses the one-colour system), Portugal, Sweden, Switzerland (which also uses the two-colour system), Czechoslovakia, and the Union of Soviet Socialist Republics.

In Hungary, the one-colour system is in general use (there is only one two-colour installation), except in the city of Budapest, where the three-colour system is employed.

Norway employs the two-colour system exclusively, and Luxemburg the one-colour system exclusively.

Question 5.

(a) Lights employed.

All the countries which utilise the three-colour system of signalling use red, amber and green lights. Those which adopt the two-colour system use red and green.

Those countries which have adopted the one-colour system use red only, except Luxemburg, which uses amber only (flashing).

(b) Meaning of the Lights.

Red signifies everywhere "stop".

Green signifies "all clear"; in Spain, it even means "keep moving". In Czechoslovakia, road-users may go straight ahead or "filter" (to the left)¹ while the green light is showing.

1) In Czechoslovakia, traffic keeps to the left.

Vehicles may cross the opposite line of traffic only if they do not thereby impede the traffic in the opposite direction.

The meaning of amber is, on the whole, less clearly defined. In the United Kingdom, the amber signal when shown alone prohibits vehicular traffic from proceeding beyond the stop line except in the case of any vehicle which, when the signal first appears, is so close to the stop-line that it cannot safely be stopped before passing the line. In Italy, an amber light means that vehicles which are already on the crossing should advance quickly, while those which have not yet entered on the cross-roads must not go forward. In Czechoslovakia, an amber light announces a change in the direction of traffic and allows vehicles to cross the opposite line of traffic (to the right)¹⁾, which could not be done while the green light was showing. In the Union of Soviet Socialist Republics, the amber light means "caution"; vehicles and pedestrians not yet on the crossing must stop; while those already on it must proceed. In the following countries - Austria, Denmark, France, Portugal, and Sweden - amber means "caution" (the signal is about to change). In Spain, amber does not signify the same thing in every place. In Luxemburg, where amber only is used, it means "caution". The Polish reply does not state the meaning of the colours.

(c) Sequence of the Signal Lights.

1. In the countries enumerated hereunder, the lights appear in the following order: red, amber, green - United Kingdom (red - red and amber together - green - amber - red - and so on). Denmark, France, Hungary, Poland, Sweden (red - red and amber - green - green and amber - red).

2. In the countries enumerated hereunder, the lights appear in the following order: green, amber, red - Austria, Czechoslovakia, Italy, Portugal, Switzerland, and the Union of Soviet Socialist Republics.

In Spain, the sequence is not the same in every place.

In Norway (two-colour system), the lights appear in the following order: fixed green (25 seconds), flashing green (6 seconds), red (22 seconds). A flashing green light gives warning of a signal to stop.

(d) Simultaneous Appearance of Lights of Two Different Colours.

Only the following countries employ apparatus in which lights of two different colours appear simultaneously on the same signal.

United Kingdom. - The amber-with-red signal denotes an impending change from the red to the green, but does not alter the prohibitory significance of the red.

Spain. - Most of the signals show together at certain moments, two lights of different colours, but the manner of appearance differs from town to town.

1) In Czechoslovakia, traffic keeps to the left.

Italy. - Only the appliances installed at Milan, Modena and Palermo show simultaneously two lights of different colours. At Milan and Modena, the order of colours is as follows: green, amber - green, red, green, etc. The amber-green signal means "caution"; clearing of the cross-roads, turning to the left permitted for vehicles already on the cross-roads. At Palermo, the order of colours is as follows: green, red, amber-red. The amber-red signal means that vehicles must stop at the outer limit of the pedestrians' crossing; clearing of the cross-roads for vehicles already there.1)

Sweden. - At Stockholm, the sequence of colours is red, red and amber, green, green and amber, red, etc. Amber is the signal for a change from red to green and from green to red. It means that the signal is about to change and has no actual significance as regards the right to proceed. At Gothenburg, only one of the three installations in use shows simultaneously two lights of different colours. (The same order of appearance and meaning as at Stockholm).

Switzerland. - In one of the three-colour systems ("Pneumatic"), green and amber appear simultaneously. In the "Signum" two-colour system, the intermediate signal is given by the simultaneous appearance of red and green.

(e) Arrangement of Lights.

As regards the arrangement of the lights, signals may be classified in several groups. When different systems are employed in any country, the latter is mentioned, if necessary, in two or more groups.2)

A. Signals of Three Colours.

1. Lights grouped vertically:

(a) Order reading downwards: Red, amber, green. Austria, United Kingdom, Denmark, France, Sweden, Switzerland (Siemens and "Pneumatic" systems), the Union of Soviet Socialist Republics (in certain towns the order is reversed).

(b) Order reading downwards: Green, amber, red. Italy, Portugal, Czechoslovakia.

(c) Red, green, amber. Switzerland (Jacot-Guillarmod system).

2. Lights arranged horizontally:

The Union of Soviet Socialist Republics (the red light is on the left, the amber in the middle, and the green on the right; the order is sometimes reversed).

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- 1) The last national Conference held at Naples expressed a preference, in case of unification, for the system employed at Milan.
 - 2) No information concerning the arrangement of the lights has been given in the case of Spain or Norway.

3. Dial Apparatus:

The Union of Soviet Socialist Republics (the red sector is at the top, the green sector at the bottom, and the amber sectors to the left and the right).

B. Signals of Two Colours.

1. Lights grouped vertically:

- (a) Order reading downwards: Green, red. Italy.
- (b) Red, green. Switzerland ("Signum" and "Pneutrafic" systems).

The Hungarian reply does not state the arrangement of the colours.

2. Dial Apparatus:

Switzerland. The dial is divided into four sectors, the upper and lower sectors being green and those on the left and right red.

Question 6.- Fixed or Flashing Lights.

In Austria, the United Kingdom,¹⁾ Denmark, Spain,²⁾ France, Hungary,³⁾ Italy, Poland, Portugal, Sweden, Switzerland, Czechoslovakia, and the Union of Soviet Socialist Republics, fixed lights are used.

In France, on the interruption of any signal (whether hand-worked or automatic), a flashing amber light is shown; the intervals of the flashes are: one half-second alight, one half-second extinguished.

In Italy, some installations - at Padua, Trieste, etc. - have an amber flashing light (30 - 40 flashes per minute). These lights mean "caution"; they are in operation during the night, at times when the other apparatus is not working.

In Norway, the red is always a fixed light. The green light appears in two different forms: it is first fixed for about 25 seconds, and then flashes for about 6 seconds (the interval between flashes being about 1 second).

In Luxemburg, a flashing light (amber) is used. The frequency of the flashes is 60 per minute.

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- 1) In the United Kingdom, in certain cases, beacons with a red light flashing about 60 times a minute are used to indicate cross-roads where light-signals are not strictly required.
 - 2) Flashing lights are used in Spain only to prohibit traffic on one-way roads. They are not very common, and there is no fixed rule as regards the frequency of the flashes.
 - 3) In Hungary, there are also some red flashing lights, which work continually for the purpose of calling attention to prohibition signs.

Question 7.- Appearance of Each of the Lights of the Signal, (Unchanging or Moving).

(a) Lights which do not change as regards position or form.- Austria, United Kingdom, Denmark, Spain, France, Hungary, Italy, (as regards the three-colour system), Luxemburg, Poland, Portugal, Sweden, Switzerland, Czechoslovakia, and the Union of Soviet Socialist Republics.

(b) Lights which change.- Italy (in the Bedoni two-colour system, the apparatus is equipped with a device which progressively reduces the extent of the illuminated surface until the light disappears altogether).¹⁾

Question 8.- Scope of Signals (Vehicles and Pedestrians).

(a) Signals intended only or mainly for the use of vehicles.- United Kingdom (mainly for vehicles), Denmark, Luxemburg (vehicles only), Poland (vehicles only), Portugal, Sweden, Switzerland (vehicles only).

(b) Signals intended both for vehicles and for pedestrians.- Austria, Spain (light signals combined at right angles to one another are shown on the same column, the meaning being the same for pedestrians and for vehicles), France (in certain cases, the system of signals is supplemented for the use of pedestrians), Hungary, Italy (the meaning of the green and red lights is the same as for vehicles. The yellow light has the same meaning for pedestrians - "all-clear" - as the green and green-yellow lights for vehicles. When the part of the roadway reserved for pedestrians is clearly marked, the latter have a certain right of priority over vehicles crossing that part of the road - that is to say, vehicles, after having turned the corner at the crossing, must advance cautiously), Norway, Czechoslovakia (in addition, at particularly busy cross-roads, a policeman directs pedestrian traffic), the Union of Soviet Socialist Republics (at points where vehicular traffic is not very heavy, pedestrians do not follow the signals absolutely).

(c) Special signals for pedestrians.- The system of light signals sometimes includes special light signals for pedestrians: United Kingdom, France, Poland (the introduction of a similar system of signals for pedestrians is under consideration), Portugal (the regulations for pedestrians are under consideration).

Question 9.- Date of Introduction of the Systems in Use. Past Experience and Present Tendency.

Austria.- Quadrilateral hanging-lamps with three lights have been in use since 1928 and regulators since 1930. Experience with these systems has been satisfactory; no other apparatus has been tried.

United Kingdom.- The various systems were instituted as follows: manual operation, 1926; fixed time-cycle, 1929;

1) The question of converting this form of apparatus into apparatus based on the principle of three colours is under consideration.

pedestrian operated, 1931; vehicle actuated, 1932. A system of semaphore signalling was instituted but did not give satisfactory results.

Denmark.- The first light signals apparatus was employed at Copenhagen in November 1928. The system has not since been modified and no change is contemplated.

Spain.- The three-colour system has been used in the towns for the past eight or ten years and no other system has been tried.

France.- The three-colour system has only recently been used in Paris. The first experiments with a green light date back a little over a year. The old system consisted of a red light for "stop", a bell for "warning", and the extinction of the light for "all-clear". This system was abandoned, owing to its manifest inferiority as compared with a system giving a positive indication of free passage.

Hungary.- In Budapest, the apparatus was installed in 1927. At that time, the revolving drum was actuated by a lever. In 1930, the levers were superseded by motors. The Administration proposes to keep the existing apparatus, as it has been found to be practical.

Italy.- The three-colour system has been in use for five or six years and has proved satisfactory. This is the system which has been almost universally preferred from the outset. The apparatus for signals based on two colours, which has been on trial for the past three years, will probably be converted into three-colour apparatus. In Italy, it is held that the system of signals based on three colours is the best for regulating mixed traffic of vehicles and pedestrians.

Luxemburg.- The present system has been in operation for two years. The Administration does not contemplate abandoning it, as it is entirely satisfactory.

Norway.- The only system adopted has been in use since the spring of 1933. An "Electromatic" installation is under consideration; it is not proposed, however, to abandon the present two-colour system. It is thought that it might perhaps be possible to eliminate the two-seconds "all red" period. The trial period is not yet over.

Poland.- The system has been employed in towns for the last eleven years. At first, the two-colour system was employed. Two years ago, the green light was removed from existing apparatus, so that at present there are only the one-colour and the three-colour systems.

Portugal.- Apparatus worked by hand has been in use for about six years. Automatic apparatus has been used for close upon two years. The second system is the one preferred.

Sweden.- 1. Stockholm. Mechanical light signals were introduced about twelve years ago. At two cross-roads, systems of an earlier type have been retained - namely, semaphore signals with the indications "Go" and "Stop", surmounted by a lamp with red and green lights. These signals, worked by hand by the traffic police are to be done away with and replaced by three-colour apparatus.

2. Gothenburg. Mechanical light signals were introduced in January 1931. No similar signals had been used before. The system now in use will probably be adhered to.

Switzerland.- The various systems have been on trial for about two years. A signalling system using only one light does not seem to have given satisfactory results; the appliance was removed after a year, as drivers of vehicles could not tell whether it was working or not.

Czechoslovakia.- The apparatus in use has been employed since 1927. No other system was employed previously. The use of light signals is spreading, and there is no intention of abandoning it.

Union of Soviet Socialist Republics.- Light signals consisting of lamps have been in use since 1930, dial signals since 1933, and automatic signals since 1932. It is not proposed to abandon the systems at present in use.

Question 10.- Standardisation.

Most of the countries which have answered the questionnaire have already endeavoured, or are endeavouring, to standardise the systems employed, if not to adopt a single system. In Switzerland, however, there is, for the moment, no tendency towards standardising mechanical light signals or enforcing a specific system.

Question 11.- Position of Signals.

(a) Preference given to Signals suspended in the Middle of the Road.- Austria, Denmark (preference seems to be given to this class of signals, except when local conditions make it desirable to set up signals at the corners of the cross-roads), Hungary, Italy (most of the signals), Luxemburg, Poland, Czechoslovakia,¹⁾ and the Union of Soviet Socialist Republics.

(b) Preference given to Signals placed off the Road at the Corners of Cross-roads.- United Kingdom (on wide roads, additional signals are sometimes placed on islands in the mouths of the roads joining the junction), Spain, France, Italy (a few installations at Milan, Florence and Trieste²⁾), Norway, Poland (in wide streets with a heavy tramway traffic), Portugal, Sweden, Switzerland.

(c) Other Systems.- In France, in certain cases, light studs are set in the roadway.

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- 1) Signals are placed sometimes in the middle of the road and sometimes at the corners of cross-roads, according to circumstances. It is not considered possible to give the preference to one or other system.
 - 2) It has been necessary to adopt this system at Trieste, owing to the violence of the wind (the Bora), which prevails at certain periods of the year.

Question 12.- Necessity of installing Mechanical Light Signals - Possible Drawbacks.

(a) The following countries have stated that they consider the installation of such signals to be necessary.

United Kingdom.- The growth of traffic demands control at an increasing number of points. Moreover, light signals are, in general, cheaper than police control.

Denmark.- The Copenhagen police consider mechanical light signals to be indispensable; these signals have never been attended by any drawbacks (in Denmark, the automatic system can, if necessary, be replaced by hand-control).

Spain.- The use of mechanical light signals in large towns is considered to be indispensable.

France.- Mechanical light signals appear to be of great importance.

Hungary.- The use of mechanical light signals at the points at which they have been installed - i.e., at places where there is heavy road traffic or where visibility is bad - is considered necessary. In Budapest, light signals have been necessitated by the increase in traffic. No drawbacks have been found to attach to apparatus suspended over the middle of the road.

Italy.- Light signals at cross-roads are becoming more and more necessary, owing to the increase in motor traffic (preference may be given to automatic or hand-worked signals, according to the intensity of traffic on the various converging roads, the time of day, and the amount of pedestrian traffic).

Luxemburg.- Light signals are becoming necessary, owing to the increase of traffic. So far, they have not been attended by any drawbacks.

Norway.- The police consider that the use of mechanical light signals should gradually be extended at Oslo.

Poland.- In the case of heavy traffic at cross-roads, mechanical light-signalling has been found to be the only effective means of controlling traffic.

Portugal.- Mechanical light signals are considered to be absolutely necessary.

Sweden.- Mechanical light signals are considered indispensable in certain cases, owing to the volume of traffic. They make it possible to direct the traffic in a more orderly way and with greater certainty and to avoid the causes of misunderstanding and hesitation which are unavoidable with a system consisting solely of signs made with the hand or arm by traffic police.

Switzerland.- Mechanical light signals have proved to be necessary in a few centres only. Some road-users - this applies more particularly to trams - consider them rather a hindrance than a help. The signals, however, are very useful to pedestrians.

Czechoslovakia.- In the opinion of the Ministry of Public Works, mechanical light signals are becoming more and more necessary, owing to the increase of traffic. No drawbacks have been reported.

(b) Drawbacks.

Austria.- The advantages of automatic signalling are recognised when the traffic is heavy; but it is held that the system has drawbacks when traffic is less dense, since the rigid fixed intervals which are involved make it impossible to adapt the signalling to the changing density of the traffic and thus hold up vehicles unnecessarily.

United Kingdom.- Light signals may, in some cases, be less flexible than police control, and at some junctions there may be slightly more traffic delays from this cause.

Spain.- The only drawback to the apparatus in question is the high cost of installation and consumption of power.

France.- The chief drawback noted is the high cost of the apparatus.

Portugal.- A few minor drawbacks have been noted - i.e., the inadequacy of the apparatus owing to defects and breakdowns, prolonged accidents at the cross-roads, falls of draught animals, etc.

Sweden.- Certain drawbacks resulting from the non-flexible character of the automatic system when the traffic is irregular or does not proceed in accordance with the anticipations on which the periodicity of the signals was based, can be remedied when the apparatus is such that the automatic working can be stopped and replaced by manual control, which is more elastic and better suited to requirements.

Question 13.- Experience of the Signalling System employed by Traffic Police in accordance with the Recommendations of the Permanent Committee. Use of that System in conjunction with Systems of Light Signals.

Austria.- The two systems work fairly well together. The intention is, however, to increase the number of light signalling installations as far as possible, as light signals are much clearer and more easily seen than signals by arm.

United Kingdom.- The system of signalling with the arm is adequate for those junctions which are controlled by police. Where light signals are installed, police control is generally superfluous.

Denmark.- The signals given by the traffic police do not correspond to those recommended by the Committee. (A description of the Danzig system is given, but there is no information as to the manner in which it is combined with light signals.)

Spain.- The signals given by the traffic police are in conformity with the "international conventions". They are adequate

in themselves, but unfortunately the municipalities do not always apply them very strictly.

Estonia.- The signals given by the traffic police are in conformity with the Committee's recommendations and are regarded as sufficiently well adapted to the present requirements of traffic.

Hungary.- In Budapest, the system of signals given by the traffic police meets the needs of traffic; it has been found to be practical, and combines well with the light-signalling systems. At points where light signals are installed, the signals given by the police may be regarded as an auxiliary signalling system.

Irish Free State.- The system of hand signalling at present used by the police, which is similar to that recommended by the Committee, is adequate for present traffic needs and is found generally intelligible to all drivers.

Italy.- The traffic police signals correspond exactly to the indications given by the mechanical light signals. Thus the raising of the arm, which means "caution", corresponds to the indication given by yellow; the two signs "Go" and "Stop" (arms horizontal and body parallel or at right angles to the direction of the traffic authorised) correspond to the colours green and red respectively.

Luxemburg.- In the towns of Luxemburg and Esch-s.-Alz, where there are no light signals, traffic is directed by the traffic police. This system is satisfactory under present traffic conditions.

Poland.- The system of signalling by the police has given good results at cross-roads where the traffic is less heavy. It fits in with the Polish system of light signals, but this question has not yet been sufficiently studied.

Portugal.- The system of signals given by the traffic police corresponds exactly to the light signals. Portugal is desirous of simplifying the signals given by the police and of extending the automatic signals.

Sweden.- No observations are called for as regards the signals to be given by the traffic police as recommended by the Committee, taking duly into account the modifications necessary in Sweden, where the traffic is on the left. This system works satisfactorily with the system employed for light signalling. At cross-roads or junctions where light signals are used and the traffic control policeman considers it necessary, in special cases, to signal with the hand "Stop" or "Go", these signals must be obeyed.

Switzerland.- The system of signals given by the traffic police, as suggested in Table No. IV of document C.671.M.321.1933, meets the requirements of road traffic. It has been made compulsory throughout the whole of Switzerland. The combination of this system with the system of light signals has not given rise to any difficulties.

Czechoslovakia.- The system of signals given by the traffic police, as suggested in Table No.IV of document C.671.M.321.1933, is not employed in Czechoslovakia. The system in use is the following: the policeman indicates "Go" by extending his arms in the direction of the free passage, or by extending one arm in the direction in which the vehicle may proceed. This signal indicates at the same time "Stop" for cross traffic. By raising one arm, the policeman may give an individual "Stop" signal, even elsewhere than at cross-roads. At cross-roads, this signal replaces the amber light. This system acts satisfactorily in conjunction with that employed for light signalling.

France, Norway, and the Union of Soviet Socialist Republics have not replied to Question No.13.

PART B.

Summary of Replies from Governments to the Questionnaire prepared by the Permanent Committee.¹⁾

AUSTRIA.

Question 1.- Mechanical light signals for regulating traffic at cross-roads are in general use in a number of capitals of the Federal States of Austria. They have been introduced by the local authorities in charge of the supervision of road traffic, and not at the instance of the central authorities.

Question 2.- The lamps used are either quadrilateral hanging-lamps with three lights (Siemens and Halske system) or quadrilateral regulators. The three-light lamps are hung in the middle of the cross-roads: the regulators are mounted on a stand, also in the middle of the cross-roads.

Question 3.- The apparatus in use in Vienna is worked by hand, the person operating the change-levers being placed either on an island in the vicinity of the hanging-lamp, or on a kind of pedestal beside the regulators. Other apparatus used in the provincial cities is worked mechanically by clockwork. The regulating clocks and relays are supplied by the firm of Sauter, of Basle.

Question 4.- The system of signalling is based on the principle of signals of three colours.

Question 5.- (a) The colours employed are green, yellow and red;

(b) The green signal means "Go"; the yellow signal "Caution", and the red signal "Stop";

(c) The colours appear in the following order - green, yellow, red, yellow, green, yellow, red, yellow, and so on;

1) The text of the questionnaire will be found on the sheet attached to the last page of the present annex.

(d) The yellow signal appears simultaneously for all directions. On its extinction, the red signal appears for the direction in which passage is prohibited both ways, while the green signal, at the same time, indicates that passage is free in the directions at right angles to the former;

(e) Many signals have lights superposed vertically one above the other, with the red on top, the yellow in the middle, and the green at the bottom. Others have only a single circular opening on each side by which the light is thrown through panes of coloured glass, which change in succession so as to give the sequence of colours indicated above. The lighting is either by electricity or by daylight, the latter being reflected by mirrors placed at oblique angles.

Question 6.- No flashing lights are employed.

Question 7.- The lights of the apparatus do not change as regards position or form.

Question 8.- The signals are intended for all using the streets. There are no special signals for pedestrians.

Question 9.- The quadrilateral hanging-lamps with three lights have been in use since 1928, and the regulators since 1930. The experience to date has been satisfactory, and it is not proposed to dispense with the apparatus in question. No other systems have been employed and subsequently abandoned.

Question 10.- (See reply to Question 13).

Question 11.- The signalling apparatus are suspended or placed solely in the middle of the road. No signals are placed at the corners of cross-roads. The latter position is regarded as less effective.

Question 12.- Mechanical light signals do not everywhere meet the requirements of traffic. It is difficult therefore to express a decisive opinion at present as to the utility of mechanical systems. Automatic signalling is satisfactory when traffic is heavy, but has its drawbacks when traffic is less dense, since the rigid fixed intervals involved make it impossible to adapt the signalling to the changing density of the traffic and thus hold up vehicles unnecessarily.

Question 13.- The system of hand signalling by traffic police can be combined fairly satisfactorily with light signalling. It is, however, intended to increase as far as possible the number of hanging three-light lamps, as light signals are much clearer and more easily seen than signals by arm.

UNITED KINGDOM.

General Observations.-

In pursuance of Directions issued by the Minister of Transport on December 22nd, 1933, light signals are not to be

erected except where the Minister has approved of the installations, after considering such plans of the site, particulars of the apparatus to be used and information as to the volume and character of the traffic affected, as he may require.

Question 1.- Mechanical light signals are used as a regular measure for the control of traffic. They are erected and maintained by the local authorities, subject to Directions issued by the Minister of Transport (see under General Observations).

Question 2.- The system of signalling used is by coloured lights in all cases.

Question 3.- Except in very few cases, the apparatus is operated automatically. Manual operation is only employed for controlling vehicular traffic at railway level crossings, and swing bridges over waterways, and in a few cases at road junctions where it has not been possible to devise an automatic system. The automatic operation is of the following forms:

(a) A fixed time-cycle operated by an electrical controller;

(b) Vehicle actuation, in which the operation of the signals is varied according to impulses received from detector-pads fixed in the surface of the road;

(c) An electrical controller in which operation is influenced by impulses received from push-buttons operated by pedestrians. This is, in some cases, combined with (b) above.

Question 4.- Lights of three colours are used except in certain instances of the control of traffic at swing bridges over waterways, where one red light coupled with an audible signal is used.

Question 5.- (a) Red, green and amber.

(b) (1) The red signal prohibits vehicular traffic from proceeding beyond the stop-line on the carriage way;

(2) The amber-with-red signal denotes an impending change from the red to the green, but does not alter the prohibitory significance of the red;

(3) The green signal allows vehicular traffic to proceed either straight ahead or to the left or to the right, with due regard to the safety of other users of the road and subject to the directions of a police constable or other duly authorised person controlling traffic;

(4) The amber signal shown alone prohibits vehicular traffic from proceeding beyond the stop-line, except in the case of any vehicle which, when the signal first appears, is so close to the stop-line that it cannot safely be stopped before passing the line.

(c) The sequence of the signal lights is: (1) red, (2) amber and red together; (3) green; (4) amber, (5) red, etc.

(d) For the significance of the amber and red together, see (b) (2) above.

(e) The lights are arranged vertically, red at the top, amber in the middle, green at the bottom.

Question 6.- Lights employed at junctions controlled by light signals are fixed. (In some cases, flashing beacons, showing about 60 red flashes per minute, are used to give warning of junctions where light signals are not justified.)

Question 7.- The appearance of each light does not change as regards position or form.

Question 8.- The signals are primarily intended for the use of vehicles; when conditions justify, special pedestrian aspects are incorporated within the signal unit, which show in red letters "DON'T CROSS", or in white letters "CROSS NOW", according to whether traffic is or is not released by the signal lights. Such signals are only used where all traffic, including turning traffic, passing over the pedestrians' path is stopped during the time "CROSS NOW" is showing. This system is still under consideration.

Question 9.- The several systems were instituted in the following years:

Manual operation, 1926;
Fixed time-cycle, 1929;
Pedestrian operated, 1931;
Vehicle actuated, 1932.

A system of semaphore signalling was instituted, but has been abandoned as less satisfactory than light signals.

Question 10.- The use of coloured light signals, as described above, with the exceptional use of the red signal alone, is completely standardised. There is a tendency towards vehicular actuated operation.

Question 11.- Normally, signals are placed on the pavement at the corners of cross-roads at both the near and the off side of the road. On wide roads, additional signals are sometimes placed on islands in the mouths of the roads joining the junction. There remain a few installations of a single pedestrian signal in the centre of the junction; no signals suspended in the middle of the road are used.

Question 12.- The growth of traffic demands control at an increasing number of points and, in general, light signals are cheaper than police control; the number of signal installations is therefore increasing. Light signals may, in some cases, be less flexible than police control, and at some junctions there may be slightly more traffic delays from this cause.

Question 13.- The system of signalling shown in Table IV of "Road Signalling" is adequate for those junctions which are

controlled by police. Where light signals are installed, police control is generally superfluous.

DENMARK.

Question 1.- Mechanical light signals are in permanent use in Copenhagen and in a number of large provincial cities. The Ministry of Justice issues regulations for their construction, installation and operation, while the local authorities decide whether or not such signals should be installed and where they should be placed.

Question 2.- Only signals in three colours are in use. Apart from light signals, "Stop" signals are used in certain cases. These may have red and green lights.1)

Question 3.- In general, the apparatus is worked automatically by electricity. But the apparatus is so constructed as to be workable by hand at any moment. Where conditions permit, the signals used in the same artery of traffic are connected together and operated from a single central station.

Question 4.- See reply to Question 2.

Question 5.- The colours employed are red, yellow and green.

Red means "Stop". Yellow is a signal to call attention to the facts that there is about to be a change and to clear the cross-roads. Green signifies "Passage free".

The lights are arranged in the following order from top to bottom - red, yellow, green. Their appearance is in the following order, only one colour being visible at a time: red, yellow, green, yellow, red, etc.

Question 6.- The lights employed are fixed lights.

Question 7.- Each of the lights of the signal is circular in form, and does not change as regards size or intensity during the period of visibility.

Question 8.- The signals are intended for the use of all vehicles.

Pedestrians who, through want of attention do not obey the orders given by the traffic police at cross-roads or when crossing the street are liable to the penalties laid down in the traffic laws.

1) "Stop" signals consist of a post in one colour with two horizontal arms in red with the word "Stop" in white letters. The arms are movable and can be let down in a line with the post or otherwise concealed, so as to interrupt the operation of the signal. If the signal carries lights, red means "Stop" for the traffic in front of the signal, while green means "Go" for the traffic crossing at right angles. The lights are flashing.

Question 9.- The first light-signalling apparatus to regulate cross-roads traffic was used at Copenhagen on November 23rd, 1928. The system has not been modified since then and no change is at present contemplated.

Question 10.- See reply to Question 9.

It is considered important that signalling should be uniform.

Question 11.- The signals are, in general, suspended in the middle of the road. In some cases, where local conditions make it desirable, they are placed in some other manner - e.g., on posts or pedestals in the street.

Question 12.- In a report on this question, the Copenhagen Chief of Police says that mechanical light signals may be regarded as indispensable for the regulation of traffic, and that their use has not been attended by any drawbacks according to the experience of the Copenhagen police.

Question 13.- The signals to be made by traffic police, as laid down in document C.671.M.321.1933.VIII, Table IV, are not the same as those in use in Denmark. The corresponding signals in Denmark are as follows:

"Stop". The arm is held out horizontally, the forearm being vertical and the palm of the hand turned towards the traffic which is to be held up. The officer is thus able at the same time to stop traffic coming from two directions - viz., in front of him and behind.

The signal to stop is given by the hand being raised as indicated above.

The signal "Move forward" consists of a beckoning gesture with the hand at the height of the waist.

Further, the signal "Stop" made to any one line of traffic always means "Move forward" for the line of traffic at right angles to the first.

FREE CITY OF DANZIG.

In a letter dated October 9th, 1935, the Polish delegation accredited to the League of Nations communicated the reply of the Free City of Danzig. According to this reply, the system of mechanical light signals has not yet been applied in the Free City and its introduction is not contemplated.

SPAIN.

General Observations.

The particulars with regard to Spain were communicated by M. Urgoiti by letter dated July 16th, 1935.

Question 1.- Light signals for the regulation of traffic have been employed in Spain for eight or ten years past and are at present in current use in a large number of urban centres. The regulation and installation of signals and the choice of the system to be adopted rest at present solely with the local authorities.

Question 2.- The commonest system is that of lights of different colours.

Question 3.- In important centres, the apparatus is worked automatically; but it is also workable by hand.

Question 4.- The system is based on the principle of three-colour light signalling.

Question 5.- The signals vary in different cities. But red always means "Stop" and green "Move forward". Yellow has not the same meaning in all places. Nor is the order in which the colours appear the same in all places. The majority of signals show two different coloured lights simultaneously at certain moments; but the manner in which the lights appear differs in different cities.

Question 6.- Existing signals are always fixed lights. Flashing lights are used only to indicate the stoppage of traffic in one-way streets, but they are not commonly found, and there are no regulations as to the frequency of the flashes.

Question 7.- The appearance of the lights does not change as regards position or form.

Question 8.- Signals in certain cities, such as Madrid, are intended, in many cases, both for vehicles and for pedestrians. Light signals combined at right angles to one another are shown on the same column, and have the same meaning for pedestrians and vehicles.

Question 9.- As stated above, the light-signalling system in three colours has been in use in Spain for some eight or ten years past and no other system has been tried.

Question 10.- Attempts have been made and will continue to be made by Town Councils to unify the system and the meaning of the lights; but a uniform system has not yet been evolved.

Question 11.- There are no suspended light signals in Spain.

Question 12.- The use of light signalling in large urban centres is indispensable. Its only drawback is the high cost of installation and the consumption of power entailed.

Question 13.- The signals made by hand by traffic police are in accordance with the provisions of Article 125 of the Traffic Code and with the international Conventions. But municipalities unfortunately do not apply the code very strictly. In the majority of cases, the signals are sufficiently effective.

ESTONIA.

General Observations.

There is no system of mechanical light signals for regulating vehicular or foot traffic in Estonia, either as a regular measure or by way of experiment.

Question 12.- The competent Estonian authorities consider mechanical light signals unnecessary, in view of the present volume of traffic in Estonia.

Question 13.- As regards the system of signalling by traffic police (Table IV of document C.671.M.321.1933.VIII), the competent Estonian authorities regard the system as quite adequate to meet present-day needs.

FRANCE.

General Observations.

The Ministry for Foreign Affairs states by letter dated September 23rd, 1935, that the replies to the questionnaire have been drawn up by the Paris Municipal Services, which have extensive experience in the matter.

Question 1.- Mechanical light signals for regulating traffic at cross-roads are in use only in big urban centres. In Paris, some sixty such apparatus are at present in use; and some ten are projected or under construction. The introduction of such signals rests with the local authorities: they have not yet been used on the roads. There are, therefore, no general regulations in the matter.

Questions 2 and 3.- The apparatus in use is either worked by hand or automatically by detector-pads. Two notes showing the details of the operation of the two types in use are attached in an annex. There is no use of fixed time-cycle apparatus. The automatic apparatus have hitherto been confined to dangerous cross-roads with little traffic or to cross-roads with moderate traffic. But the attitude in this matter is being modified, and an apparatus is in course of erection in the Place de la Trinité, a meeting-point of a number of different roads with very heavy traffic.

Question 4.- The system of signalling is in three colours.

Question 5.- (a) The colours employed are red, yellow and green.

(b) Red signifies "Stop", yellow signifies "Look out" and green "Move forward".

(c) The colours of the signals appear in the order shown in the attached diagram (Appendix III).

(d) There is no simultaneous use of lights of different colours.

(e) The signals are of two types:

(1) Signals with more than one light, showing the three colours (red, yellow and green) in the same circular dial;

(2) Signals with three lights, one above the other, arranged according to the resolutions of the International Congress on Lighting held at Cambridge in 1931. The respective positions of the colours are as follows: Red: to the left or at the top; Yellow: in the middle; Green: to the right or at the bottom.

Question 6.- In normal operation, the lights employed are fixed. On the interruption of any signal (whether hand-worked or automatic), a flashing yellow light is shown. The intervals of the flashes are as follows: $\frac{1}{2}$ -second alight, $\frac{1}{2}$ -second extinguished.

Question 7.- The appearance of each light does not change.

Question 8.- The signals are intended for vehicles and pedestrians. The meaning of the colours is the same in both cases. But the signalling is occasionally supplemented for the purpose of pedestrian traffic in the manner indicated at the end of the first note (Appendix I).

Question 9.- Signals in three colours have only recently been in use in Paris. The first trials with green lights date rather more than a year back. Under the former signalling system a red light meant "Stop", the ringing of a bell gave warning, and the extinction of the light indicated free passage.

This system was abandoned as being obviously inferior to a system giving a positive indication of free passage.

Question 10.- The above system of signalling is at present being made general throughout Paris. It will be uniform throughout the city.

Question 11.- Signals suspended in the centre of cross-roads are less costly; but for aesthetic reasons, they are only used in exceptional cases in Paris. The usual signals are:

(1) Posts 3.25 metres high, the indications being repeated further back;

(2) "Repetition" lights placed at a height of 1.30 metres from the ground on the above posts or on the pillars of the refuge islands.

(3) In certain cases, light studs set in the roadway.

Question 12.- Mechanical light signals are of much interest. If they have not been developed further up to the present in Paris, this is owing to the high cost of installing them and to the time

required for putting down the detector-pads, which are complicated. The first installations of this kind are not more than a few years old.

HUNGARY.¹⁾

Question 1.- Mechanical light signals are employed only in towns, especially in the capital and its suburbs, and more particularly at points where local electric railways or tramway-lines cross the road. The installation of signalling apparatus is ordered by the police and carried out by the local administrative authority (in Budapest, by the Mayor), who is responsible for its upkeep.

Question 2.- At railway crossings, the signals usually consist of one or two red lights which appear when the train approaches and remain alight until the train becomes perfectly visible to drivers of vehicles. These lights are employed at crossings without barriers or policemen on point duty, and where conditions of visibility are particularly bad. They are also employed when there are no cross-roads but when a train following the road suddenly crosses it. The majority of the signalling apparatus have, in addition to the warning lights, a blue light, or light of another colour, for checking purposes, showing the driver of the train that the signals are working. In certain cases, a plate draws attention to the warning light with the words "Halt" or "Stop if the light is showing" or "Railway crossing", etc. Certain apparatus give an intermittent sound signal when the light appears; these are generally situated outside urban areas.

At Budapest, automatic apparatus with lamps with revolving drums are used; these are constructed at the Hungarian Telephone Works.

Question 3.- The apparatus are usually worked automatically. They are put into action by means of a relay, by the contact of the trolley with the cable forming the circuit. Hand control is only used if local circumstances prevent the installation of an automatic system. At Budapest, the apparatus is operated by the traffic policeman, by means of a switch which actuates the motor.

Question 4.- The signals are usually of one colour only; there is only one installation which uses two colours.

In Budapest, the system employed is based on the three-colour principle.

Question 5.- (a) In the one-colour system, the colour employed is red; in the two-colour system, the colours are red and green; in the three-colour system, the colours are red, amber, and green.

1) The Hungarian Government's reply, as communicated to the Permanent Committee on Road Traffic at its tenth session, has been supplemented by a further communication dated November 15th, 1935, of which the Secretariat has made use in the above summary.

(b) In the one-colour and two-colour systems, red means "entry to the cross-roads forbidden"; vehicles which have already entered the cross-roads must clear the crossing as soon as possible. Green means "Go". In the three-colour system, red means "Stop", amber means "Caution - the lights are about to change", and green means "Go".

(c) In the two-colour system: red, green, red, and so on; in the three-colour system: red, amber, green.

(d) Lights of different colours are not shown simultaneously.

(e) In the two-colour apparatus, the lights are placed one above the other. In the three-colour apparatus, the different lights come from the same source and follow each other in the order stated above.

Question 6.- The lights are fixed. In recently installed one-colour apparatus, the lights are flashing. The frequency of the flashes varies in different apparatus; it is about one or two seconds. Flashing red lights are also used to call attention to prohibition signals.

Question 7.- The appearance of the lights does not change as regards position or form.

Question 8.- The signals are intended for both drivers and pedestrians; there are no special signals for the latter.

Question 9.- At Budapest, the apparatus were installed in 1927. At that time, the revolving drum was actuated by a lever, but in 1930 levers were superseded by motors. In the provinces, the apparatus have been in use since 1933; none of them have been abolished, as they have been found useful.

Question 10.- There are no regulations concerning the construction and equipment of apparatus. Standardisation exists in practice. There are certain trifling differences due to various local circumstances. The issue of regulations by decree is considered desirable, but no measure of this kind is contemplated for the moment, particularly as the question seems to call for international regulation. The rules to be laid down should be of a quite general character; otherwise, their adjustment to local conditions would call for numerous exceptions.

Question 11.- Preference is given to signals suspended over the middle of the road, since they attract the attention of drivers of motor vehicles travelling fast. The apparatus placed at the corners of cross-roads were superseded in 1927-28, as they had been found to be of little value, being insufficiently visible to drivers.

Question 12.- Mechanical light signals have become necessary, owing to the growth of traffic. No drawbacks have been found to attach to apparatus suspended above the roadway.

Question 13.- The system of signals given by the traffic police meets the needs of traffic; it has been found to be practical,

and combines well with the light-signalling systems. At points where light signals are installed, the signals given by the police may be regarded as an auxiliary signalling system.

IRISH FREE STATE.

General Observations.

At present, mechanical light signals for regulating traffic are not in use in the Irish Free State.

Question 10.- By-laws for the regulation of traffic are at present being framed under Section 147 of the Road Traffic Act, 1933, by the Commissioner of the Garda Siochana. Some of the by-laws will probably require the use of mechanical light signals.

Question 11.- In setting up such signals, Question 11 will be considered.

Question 12.- Mechanical light signals may be necessary in one or two places in the city of Dublin and possibly in other large cities and towns; but, generally speaking, they are not necessary in the Irish Free State.

Question 13.- The system of hand signalling at present used by the Garda Siochana, which is similar to that recommended in Table IV of document C.671.M.321.1933.VIII, is adequate to present traffic needs and is found generally intelligible to all drivers.

ICELAND.

General Observations.

The Danish permanent delegate to the League states, in a letter dated September 24th, 1935, that no use is made of mechanical light signals at cross-roads in Iceland, and that up to the present no steps have been taken to introduce such signals.

ITALY.

General Observations.

The particulars with regard to Italy were communicated by M. Mellini by letter dated August 21st, 1935.

Question 1.- Mechanical light signals for regulating traffic are in current use in Italy. The selection of the apparatus and their installation at cross roads rest with the local authorities; but a general unification of signalling systems is in process of being put through as a result of the biennial national traffic conferences organised by the Royal Automobile Club of Italy and directed by delegates of the Ministry of Public Works and of the Ministry of Communications.

Questions 2 and 3.- The mechanical signals employed at the outset were hand-worked. In recent years, the use of apparatus

workable both by hand and automatically has spread continually. There are also instances of purely automatic apparatus (flexible system), and further - in Milan - light signals actuated directly and automatically by vehicles entering on the cross-roads.

Question 4.- Almost all apparatus employ three colours (green, yellow and red). There are only two cases of apparatus with two colours (Bedoni system) which are under trial, the one at Rome and the other at Florence, while there is one two-colour apparatus (red and green) at Reggio Calabria. But at the last national conference in Naples, Dr. Bedoni undertook to study the transformation of his apparatus into a three-colour signal.

Question 5.- The colours employed are red, green and yellow. They have the following meanings: Red, "stop"; Green, "passage free"; Yellow means that vehicles already on the cross-roads must move on rapidly, while vehicles not yet on the cross-roads are not allowed to move forward.

The appearance of the different colours is in the following order: green, yellow, red, yellow, green, etc.

The majority of the signals installed (viz., at Bari, Bologna, Catania, Faenza, Ferrara, Forti, Florence, Naples, Padua, Reggio Emilia, Rome, Turin, Trieste, etc.) do not show lights of two different colours at the same time: but the signals at Milan, Modena and Palermo do so. At Milan and Modena, the succession of colours is as follows:

Green: "Passage free", turning to the left prohibited;

Yellow-green: "Caution". Period for quitting the cross-roads. Turning to the left allowed in the case of vehicles on the cross-roads;

Red: "Stoppage of traffic";

Green: "Passage free". Turning to the left prohibited, etc.

At Palermo the succession of colours is as follows:

Green: "Passage free";

Red: "Stop";

Yellow-red: Stoppage of vehicles on the outside limit of the pedestrians' crossing. Interval for the clearing of vehicles on the cross-roads.

The last national conference at Naples expressed the opinion that it would be preferable in the event of unification to adopt the system of signals in use in Milan, where the succession of colours is in the following order: green, yellow-green, red, green, yellow-green, red.

In the three-colour system of signals, lights are placed one above the other in the following order, beginning from the top: green, yellow, red. In the two-colour signals, the order is as follows: green, red.

Question 6.- The lights employed for three-colour or two-colour signals are fixed lights. In some cases (at Padua, Trieste, etc.), the installation is fitted up with a flashing yellow light (30 to 40 flashes per minute) which serves as a warning. This flashing light is only shown during the night, when the ordinary signal is not in operation.

Question 7.- In the three-colour signalling system, the lights of the signal do not change as regards position or form. In the two-colour system of Dr. Bedoni, the apparatus is equipped with a device which progressively reduces the extent of the illuminated surface until it is completely extinguished, while the red on the two opposite sides of the apparatus, which is square, appears one moment before the extinction of the red on the two other sides - which gives an "all-red" period for pedestrians. Dr. Bedoni is at present considering the conversion of his apparatus into a three-colour apparatus, with the substitution of an "all-yellow" for an "all-red" period.

Question 8.- The mechanical signals are intended for all vehicles (including hand-barrows, etc., and bicycles) as well as for pedestrians who leave the footpath and cross the road. The meaning of the colours green and red is the same for pedestrians as for vehicles; and the two-colour signals of Dr. Bedoni are being brought into uniformity with this arrangement. Yellow has the same meaning (i.e., "passage free") for pedestrians as green and green-yellow. When the part of the roadway reserved for pedestrians is clearly defined, they have a certain prior claim over vehicles passing the crossing - that is to say, drivers, after turning into the cross-roads, are required to drive cautiously.

Question 9.- The three-colour system has been in use in Italy for the last five or six years and has yielded satisfactory results. The three-colour system was preferred at the outset in almost every case when mechanical light signals were introduced. (The two-colour Bedoni signals have been under trial for three years; but, as already stated, it is anticipated that they will be transformed into three-colour signals.)

In Italy, the impression is that three-colour signals are preferable to all others for the purpose of regulating mixed vehicular and foot traffic at cross-roads.

Question 10.- As already stated, the unification of the three-colour mechanical signals is already virtually completed in Italy and great efforts are being made to arrive at uniformity in the succession and meaning of colours, both for vehicles and for pedestrians.

Question 11.- In almost all cases, preference has been given to signals suspended in the middle of the road. Certain installations off the road at the corners of cross-roads are found at Milan, Florence (Bedoni two-colour signals) and Trieste. In the last-named city, this was found necessary owing to the strength of the wind (the Bora) which blows at certain periods of the year.

Question 12.- Light signals at cross-roads will become more and more necessary owing to the increase of motor traffic, particularly in ancient cities in which the artistic and historic

character of the buildings has to be respected. The choice between automatic and hand-worked signals is likely to depend on the intensity of traffic on the different converging roads, the time of day, and the amount of pedestrian traffic.

Question 13.- The signals to be made by traffic police should correspond exactly with the signals of the mechanical lights. This is the case in Italy. The signal "upraised arm", which means "caution", corresponds to the yellow light signal. The two signals for "go" and "stop" (arms held horizontally with the body parallel or at right angles to the way the traffic has to go) correspond to the colours green and red respectively.

LUXEMBURG.

Question 1.- Mechanical light signals have been placed by way of experiment at the Berschbach cross-roads at P.K.18 on road No.7 from Luxemburg to Diekirch, and at the intersection of road No.5 from Luxemburg to Longwy, with the road leading from Obercorn to road No.5. The signals have been installed and are looked after by the Public Works Department.

There are no signals in the towns.

Question 2.- The system employed is that of flashing lights.

Question 3.- The apparatus works automatically by acetylene.

Question 4.- The one-colour system is employed.

Question 5.- The colour used is amber, meaning "Caution".

Question 6.- The flashes number 60 per minute.

Question 7.- The lights do not change as regards position or form.

Question 8.- The signals are intended only for vehicles.

Question 9.- The system has been in operation for two years and the authorities do not propose to abandon it as it gives full satisfaction.

Question 10.- Its general adoption is to be recommended in the case of wide cross-roads.

Question 11.- The Luxemburg authorities give preference to signals placed in the middle of the road. Where the cross-roads are small, the signals should be suspended.

Question 12.- Light signals are becoming necessary, owing to the increase of traffic. So far, they have not been attended by any drawbacks.

Question 13.- In the towns of Luxemburg and Esch-s.-Alz, where there are no light signals, traffic is directed by the traffic police. This system is satisfactory under present traffic conditions.

MONACO.

General Observations.

The Government of the Principality states, in a letter dated September 7th, 1935, that up to the present no light signal has been in use in the Principality.

NORWAY.

Question 1.- Mechanical light signals for regulating traffic at cross-roads are found only in the town of Oslo. The local authorities alone are responsible.

Questions 2 and 3.- A single light signals apparatus has been set up in Oslo at the cross-roads where the traffic is heaviest. This apparatus was first installed as an experiment on the recommendation of the police in September 1932. Since the spring of 1933, it has been worked automatically. It can, if necessary, be worked by hand.

Question 4.- A two-colour system is employed.

Question 5.- (a) Their colours are green and red;

(b) Their meaning is as follows: Green, "Go"; Red, "Stop";

(c) In the case of signals intended for traffic in the main street, the lights appear in the following order:

(1) A fixed green light appears first for about 25 seconds;

(2) A flashing green light appears for about 6 seconds. This does not mean "stop"; vehicles may still advance, but must prepare to stop. The flashing light is a warning that the signal is about to appear. The flashes appear at intervals of about one second;

(3) A red light appears for about 22 seconds.

In the case of signals intended for traffic in the street crossing the main street, the red light is visible during the whole of the time when the green light appears to traffic in the main street. There is also an "all red" period of about two seconds.

(d) Lights of two different colours never appear simultaneously.

Question 6.- (See under 5).

Question 8.- The signals are intended for the use of vehicles and pedestrians and bear the same significance for both.

Questions 9 and 10.- The only system in use has been employed since the spring of 1933. A light signals installation on the "Electromatic" system is under consideration, but it is not intended to abandon the two-colour system with a flashing green

light during the last part of the appearance of the green light. It is considered that the "all red" period of two seconds might be dispensed with. The trial period is still in progress.

Question 11.- The light signals at Oslo are mounted on two posts placed diagonally at the corners of the cross-roads.

Question 12.- The mechanical light signals are working satisfactorily. It has not been considered necessary to place a traffic policeman on duty beside the apparatus during the time when the system works automatically by day. The police consider that the use of mechanical light signals in Oslo should be gradually extended.

POLAND.

General Observation.

Poland, as a country with an urban traffic of medium intensity, does not possess a large number of mechanical light-signalling installations, and is still making experiments in order to choose the most suitable system. There is, therefore, a disposition in Poland to adopt any suggestions with regard to an international standardisation of these signals, on the basis of the long experience and observations of countries with very heavy urban traffic.

Question 1.- Mechanical light signals for regulating traffic are employed in the towns as a regular measure. The central authorities issue general instructions regarding installations, while the local authorities settle the details of application.

Question 2.- There are two systems: (a) Apparatus consisting of an electric lamp of 100 watts with a grooved and coloured lens without reflector; (b) Apparatus consisting of an electric lamp of 100 watts with a smooth round coloured glass and parabolic reflector.

The appliances described under (a) and (b) are employed in equal numbers.

Question 3.- The apparatus is worked by hand.

Question 4.- There are two systems of signalling - a three-colour system in Silesia and a one-colour system in the other provinces. This latter is employed for reasons of economy, but is being gradually replaced by the three-colour system.

Question 5.- (a) The colours employed are: in the case of the one-colour system, red only; in the case of the three-colour system, red, amber, and green;

(b) No special meaning is assigned to each colour;

(c) They appear in the following order: red, amber, green, amber, red;

(d) Lights of two different colours do not appear simultaneously on the same apparatus;

(e) Lights are grouped vertically in the following order from top to bottom: red, amber, green.

Question 6.- Only fixed lights are employed.

Question 7.- The lights of each signal do not change as regards position or form.

Question 8.- The signals in question are intended only for the use of vehicles, but the introduction of a similar system of signals for pedestrians is under consideration. At present, there are no special instructions to pedestrians to observe the signals, but such instructions will be issued shortly.

Question 9.- The system of light signalling has been employed in the towns for the last eleven years. At first, the two-colour system (red and green lights) was employed; but two years ago, the green light was removed from existing apparatus, so that, at present, there is only the one-colour system and the three-colour system.

Question 10.- There is a tendency to adopt the three-colour system universally.

Question 11.- Equal use is made of the system of a single apparatus suspended in the middle of the road and of that of four apparatus placed on the edge of the pavement at the corner of cross-roads. This latter system is employed for wide streets with a heavy tramway traffic.

Question 12.- In the case of heavy traffic at cross-roads, mechanical light signalling has been found to be the only effective means of controlling traffic.

Question 13.- The signalling system employed by the traffic police has given good results at cross-roads where the traffic is less heavy. It fits in with the Polish system of light signals, but this question has not yet been sufficiently studied.

PORTUGAL.

Question 1.- Mechanical light signalling is used both as a regular measure and by way of experiment. It comes under the local authorities only (municipality).

Question 2.- Two systems are employed, one worked by hand and the other automatically. The latter system is employed at cross-roads with heavy traffic.

Question 3.- The automatic apparatus is worked by the traffic itself. It consists of "Electromatic" apparatus constructed by the Automatic Electric Company Limited.

Question 4.- The system is based on the three-colour principle.

Question 5.- The colours are green, yellow and red: Green means "Go"; Red means "Stop"; Yellow indicates a period of

transition between the other signals. It warns users of the road that the direction of the traffic is about to change.

The order of appearance of the colours is as indicated above.

Lights of different colours never appear at the same time.

Lights are always placed one over the other in the order indicated above.

Question 6.- Fixed lights are always employed.

Question 7.- Lights never change as regards position or intensity.

Question 8.- Signals are intended only for the use of vehicles. Rules for pedestrians are under consideration.

Question 9.- The apparatus worked by hand have been in use for about six years. Those worked automatically have been employed for nearly two years. The latter are considered preferable.

Question 10.- The general adoption of one of the systems employed is not yet contemplated. There is a movement in favour of the general adoption of the "Electromatic" system.

Question 11.- Preference is given to signals placed at the corners of cross-roads.

Question 12.- Mechanical light signals are considered to be absolutely necessary. The drawbacks are not serious. Some cases in which the apparatus has not worked or has proved inadequate have been reported. These have been due to damage and breakdowns in the apparatus, prolonged accidents at the cross-roads, falls of draught animals, etc.

Question 13.- The signalling system employed by the traffic police is satisfactory. It is entirely in accordance with the light signalling system. A greater simplification of the signals made by police and the extension of the automatic signalling system in use are considered desirable.

SWEDEN.

Question 1.- Mechanical light signals for regulating traffic at cross-roads have hitherto only been employed to a trifling extent in the country districts. On the other hand, such signals are employed in some of the chief towns of Sweden, particularly in the two largest - Stockholm and Gothenburg. The experimental stage may be regarded as concluded. Light signalling comes under the local authorities.

Question 2.- The system most generally in use is the three-colour system. It is employed to control the traffic of vehicles at cross-roads. In rare cases, the system is also employed on

the two sides of a narrow passage to interrupt the stream of traffic in either direction.

Question 3.- The apparatus is usually constructed in such a way that it can be worked either by hand or automatically, according to requirements. The automatic system consists in a motor or other mechanical device changing the light signals from one colour to another, according to a time scheme fixed in advance.

Question 4.- A three-colour system is employed.

Question 5.- (a) The colours are red, yellow, and green.

(b) Red means "Stop". Vehicles may not pass either the line of demarcation drawn on the street, or an imaginary line prolonging the line of houses bordering upon the transversal street. The prohibition to move forward when the red signal appears is intended for all vehicles, including those wishing to turn to the left (in Sweden, traffic keeps to the left).

Yellow is the signal of transition between red and green, and between green and red. It indicates an approaching change in the signals and has no meaning of its own as regards the right to move forward.

Green means "Go".

(c) and (d) At Stockholm, the appearance of a yellow light is always accompanied by a red or a green light.

The colours follow one another in the following order: red, red and yellow, green, green and yellow, red, etc.

At Gothenburg, at one of the three light signal installations at present employed, the transitional yellow signal is employed with the red signal, immediately before the green signal. At the two other installations, the colours succeed one another directly, and two lights of different colours never appear at the same time. The order is as follows: red, yellow, green, yellow, red, etc.

(e) The lights are grouped vertically in the following order from top to bottom: red, yellow, green.

Question 6.- Fixed lights are employed.

Question 7.- The signal lights do not change as regards position or form.

Question 8.- Signals are intended only for the use of vehicles. There is no system of signals intended for pedestrians. The latter must, however, pay attention to the signals, but are under no obligation to comply with them.

Question 9.- 1. Stockholm. Mechanical light signals were introduced into this town about twelve years ago. At two cross-roads, systems of an older type have been retained; these are semaphores consisting of a swivelling mast with plates bearing the

words "Go" or "Stop", and at the top a lamp with red and green lights. These signals, which are worked by hand, by traffic policemen, will be removed and replaced, for purposes of uniformity, by three-colour signals of the type already indicated.

2. Gothenburg. Mechanical light signals have been employed in this town since January 1931. No similar signals had been used previously. The system in force will probably be retained.

Question 10.- The three-colour system will probably be generally adopted (see under 9).

Question 11.- Preference is given to signals placed off the road at the corners of cross-roads.

Question 12.- 1. Stockholm. In certain cases at any rate, light signals must be regarded as indispensable, owing to the volume of traffic. Such signals make it possible to control traffic with greater order and precision, and to avoid causes of misunderstanding and hesitation inevitable with a system consisting solely of hand or arm signals made by a traffic policeman.

At times of the day when traffic at a certain point is particularly irregular, or for other reasons does not proceed in accordance with the anticipations on which the periodicity of the signals (colours) was based, the system of light signalling, when it is worked automatically, has the drawback that the whole capacity of the cross-roads or the crossing is not utilised - when, for example, the green light does not appear sufficiently long in relation to the intensity of the traffic in one direction and appears too long in relation to its intensity in the other direction. On such occasions, the traffic policeman permanently responsible for the supervision of the apparatus stops the automatic machinery and works the apparatus by hand. Automatic operation is thus replaced by manual control, which is more elastic and better suited to requirements.

2. Gothenburg. Mechanical light signals are considered necessary, owing to the increase in traffic. No drawbacks have been reported.

Question 13.- No observations need be made, in view of the present traffic conditions, as regards the signals made by the traffic police in accordance with document C.671.M.321.1933.VIII, taking into account, of course, the modifications necessary in view of the fact that traffic keeps to the left in Sweden. This system works satisfactorily in conjunction with light signals. At cross-roads or junctions where light signals are employed, it should be remarked that if in special cases the traffic control policeman considers it desirable to make hand signals signifying "Stop" or "Go", these signals must be obeyed.

SWITZERLAND.

Question 1.- Mechanical light signals have been installed in only a few towns in Switzerland and that only by way of experiment. The installations are erected and maintained by the cantonal or

local police authorities. Federal legislation has hitherto confined itself to determining the meaning of the colours. Further Federal regulations will be issued when the whole question has been thoroughly considered. If, in addition to road traffic, the movement of trams has also to be regulated, the signalling systems must be approved by the Federal Transport Office.

Question 2.- The following systems are employed:

(a) The "Signum" system of Signum, Ltd., Wallisellen, Zürich;

(b) The Heuer beacon;

(c) The "Siemens" system of Siemens Electrical Products, Ltd., Zürich;

(d) The "Pneutrafic" of Electricity, Ltd., Waedenswil;

(e) The traffic regulator invented by V. Jacot-Guillarmod, made by the Société Touristique et Ferroviaire de Signalisation, Ltd., Geneva;

(f) The Ruegg system of road-crossing signals, Horgen.

There are no rules for installing these various systems at specific places, as matters are still in the experimental stage.

Question 3.- The various systems operate as follows:

Automatic Apparatus:

"Signum" (go-and-stop system);
Heuer Beacon;
Jacot-Guillarmod system (go-and-stop);
Ruegg system (go-and-stop).

Apparatus worked by vehicles:

"Siemens": the vehicles make the contacts by passing over detector pads.

"Pneutrafic": vehicles make the contacts by passing over a detector pad in a certain direction.

Question 4.- The systems employed are based on the following principles:

"Signum", Heuer beacon, Ruegg system: two-colour.

"Siemens", Jacot-Guillarmod system: three-colour.

"Pneutrafic": two-colour or three-colour.

Question 5.- (a) The colours employed are red, green and amber;

(b) Red means "stop", green "go", amber being the intermediate signal;

(c) All the two-colour systems show red and green alternatively. In the three-colour systems ("Siemens" and Jacot-Guillarmod), the order is green, amber, red, amber, green, etc.;

(d) In the two-colour "Signum" system, the intermediate signal is given by red and green appearing simultaneously. In the "Pneutrafic" three-colour system, green and amber appear simultaneously.

(e) "Signum" (two-colour): the lights are placed vertically: red above green; "Heuer beacon" (two-colour): a dial divided into four sections across which a pointer moves. The top and bottom sections are green and the left and right sections red; "Siemens" (three colour): the lights are placed vertically: red above, amber in the middle, green below; "Pneutrafic" (two-colour): the lights are placed vertically, red above green; (three-colour): the lights are placed vertically in the following order from top to bottom: red, amber, green; Jacot-Guillarmod system: (three-colour): the lights are placed vertically in the following order from top to bottom: red, green, amber; Ruegg system: the light is supplied by a lamp built into the actual surface of the road.

Question 6.- Only fixed lights are used. Flashing lights should, if possible, be kept for marking the level-crossings of railway lines.

Question 7.- The lights are steady.

Question 8.- The signals, in question are intended only for vehicles. They are not compulsory for pedestrians but are of very great help to the latter. The firm of Jacot-Guillarmod has attempted to introduce a system of signals for pedestrians which operates as follows: in addition to the lights intended for vehicles, illuminated strips in the roadway and at the edge of the pavement operate in conjunction with the signal itself. When two arms of the cross-roads are open to vehicles, a band of red light appears at the edge of the pavements to close the crossing to pedestrians. When the road is closed to vehicles, bands of amber light on the roadway indicate that pedestrians may cross. (Possibly green should be substituted for amber.)

Question 9.- The various systems have been experimented with for about two years. A signalling system using only the red light does not seem to have come up to expectations. The appliance was removed after a year, as drivers of vehicles could not tell whether it was working or not.

Question 10.- There is no tendency for the moment towards standardising mechanical light signals or enforcing a specific system.

Question 11.- Signals placed off the road at the corners of cross-roads have, on trial, given better results than signals suspended in the middle of the road. When it is considered

desirable to place the appliance in the middle of the road, it should be fixed on a pillar in the centre of the cross-roads.

Question 12.- In Switzerland, mechanical light signals have only proved to be necessary in a few centres. Some road-users - this applies more particularly to trams - consider them to be rather a hindrance than a help. The signals, however, are very useful to pedestrians.

Question 13.- The system of signals employed by traffic police as suggested in Table IV of document C.671.M.321.1933. meets the requirements of road traffic. It has been made compulsory throughout the whole of Switzerland by Article 76, paragraph 1, of the Regulations of November 25th, 1932, giving effect to the Federal Law of March 15th, 1932, on motor-vehicle and bicycle traffic. The combination of this system with the system of light signals has not given rise to any difficulties.

CZECHOSLOVAKIA.

Question 1.- Mechanical light signals have been adopted as a regular measure at Prague, where they are under the orders and control of the State authorities (police headquarters). According to the provisions in force, it is possible that in places where the local police is under the communal authorities and not under the State police authorities, the municipal authorities themselves may organise the light-signalling system.

Question 2.- Only the three-colour system is employed.

Question 3.- The apparatus is worked partly by hand and partly automatically. The automatic system is worked by a low tension power-house of the "green wave" type, vehicles being allowed to advance at a certain speed between two signal lights without being stopped.

Question 4.- (See under 2.)

Question 5.- (a) The colours employed are green, amber and red.

(b) The green light allows road-users to go straight ahead and make inside turns (to the left). Outside turns are only permitted if they do not hamper traffic in the opposite direction. An amber light announces a change in the direction of traffic and allows vehicles to make outside turns (to the right) which were not allowed while the green light was showing. A red light signifies complete stoppage. If necessary, traffic police can also allow given vehicles to proceed in a direction other than that indicated by the signal.

(c) The colours appear in the following order: green, amber, red.

(d) Lights are superposed vertically in the order of their appearance (green, amber, red).

Question 6.- The lights are fixed.

Question 7.- The lights do not change as regards form or intensity.

Question 8.- Light signals are intended both for vehicles and pedestrians. In addition, at particularly busy cross-roads, a policeman directs pedestrian traffic. The meaning of the signals is the same for pedestrians and vehicles.

Question 9.- The mechanical light signals in use have been employed since 1927. No other system was employed previously. The use of light signals is spreading, and there is no intention of abandoning it.

Question 10.- As traffic is increasing in the towns, mechanical light signalling will probably be generally adopted.

Question 11.- Signals are sometimes placed in the middle of the road and sometimes off the road at the corners of cross-roads, according to circumstances. It is not considered possible to give the preference to one or other system.

Question 12.- In the opinion of the Ministry of Public Works, mechanical light signals are becoming more and more necessary, owing to the increase of traffic. No drawbacks have been reported.

Question 13.- The system of signals to be made by traffic police shown in Table IV of document C.671.M.321.1933.VIII is not employed in Czechoslovakia.

The system in use is the following: The policeman indicates "go" by extending his arms in the direction of the free passage or by extending one arm in the direction in which the vehicle may proceed. This signal indicates, at the same time, "stop" for cross traffic. By raising one arm, the policeman may give an individual "stop" signal, even elsewhere than at the cross-roads. At cross-roads, this signal replaces the amber light. This system acts satisfactorily in conjunction with that employed for light signalling.

UNION OF SOVIET SOCIALIST REPUBLICS.

Question 1.- Mechanical light signals exist in the Union of Soviet Socialist Republics. Systems similar to those in use at Moscow and Leningrad are employed in the other towns of the Union.

Question 2.- Mechanical light signals are given by means of apparatus consisting either of groups of suspended quadrilateral lamps or of dial apparatus (with a hand) of the model made by the German firm of A.E.G.

Question 3.- The apparatus is worked either by militia men direct or by automatic installations wound up on the spot or from a central station for a given number of series. Automatically worked apparatus can, in most cases, be adopted, so as to be worked by hand in case of need.

At present, a plan for a system worked by the movement of vehicles is being studied.

Question 4.- A three-colour system is employed in the Union of Soviet Socialist Republics.

Question 5.- (a) The colours are red, yellow and green.

(b) Red means "Stop" for vehicles and pedestrians. Yellow means "Look out". Vehicles and pedestrians not yet having entered the cross-roads must stop; those already at the cross-roads must move away. Green means "Go".

(c) The colours appear in the following order: green, yellow, red, yellow.

(d) Lights of two different colours never appear at the same time.

(e) Lights are placed vertically or (more rarely) horizontally. In the first case, the order is as follows from top to bottom: green, yellow, red (in some towns, the opposite order is adopted). In the second case, the red light is on the left, the yellow in the middle and the green on the right (the opposite order is sometimes found).

In the case of dial apparatus, the red sector is at the top, the green sector at the bottom, and the yellow sectors on the left and right.

Question 6.- Flashing lights are not employed.

Question 7.- The appearance of the lights is always the same as regards position and form.

Question 8.- According to the rules in force in the towns, the signals apply, not only to vehicles, but also to pedestrians. (At cross-roads where the vehicular traffic is not very great, pedestrians, however, do not invariably obey the signals.)

Question 9.- Light signals consisting of lamps have been in use in the Union of Soviet Socialist Republics since 1930; dial signals, since 1933; and automatic signals, since 1932. It is not proposed to abandon the system of light signals at present in use.

Question 10.- As will be seen from the foregoing, there are only two systems of light signals in use in the Union of Soviet Socialist Republics, those consisting of groups of lamps and of dials. Each system has its advantages and its drawbacks. If the question of standardisation arose, each of the two systems would be standardised to a greater or lesser extent, but the general adoption of one of these systems would not be considered.

Question 11.- In the Union of Soviet Socialist Republics, the system of signals hung in the middle of the road is generally adopted.

YUGOSLAVIA.

General Observations.

In a letter dated September 10th, 1935, the permanent delegation of the Kingdom of Yugoslavia accredited to the League of Nations stated that in Yugoslavia there was no system of mechanical light signals to control traffic at cross roads.

APPENDIX I.

N O T E

on the operation of cross-road signals worked by hand, according to the three-colour system without bells, which has been introduced into France.

The Paris light-signals system now uses the three colours - red, yellow and green - with the following meanings: Red: passage prohibited; Yellow: warning; Green: free passage, transversal traffic stopped.

Let us consider (this is the simplest case) a cross-road formed by the intersection of two streets, A A₁ and B B₁ (see sketch A).

The cross-road signals are intended, at times of heavy traffic, to forbid the use of the cross-roads alternately to vehicles travelling along one of the streets, and thus to give free passage to the stream of vehicles in the other street.

For this purpose four lights - a a₁, b b₁ - mounted on appliances resembling lamp-posts and placed at a distance of 50 centimetres from the edge of the pavement, are put at the corners of the cross-roads, as shown in sketch A. If the arrangement of the street lamps permits, these lights are placed on the ordinary lamp-posts. On the stand supporting the light which commands the best view of the cross-roads is placed the hand control apparatus worked by the policeman directing the traffic. At times when traffic is light, however, there is no policeman at the cross-roads; the four lights - a, a₁, b, b₁ - display yellow flashes, enjoining caution on drivers approaching the cross-roads. Traffic can proceed freely, vehicles being obliged to observe the rule of priority, on the right-hand side.

At times when traffic is heavy, a policeman on duty works the alternating signals. In other words, traffic can proceed freely along street B B₁, for example (lights b, b₁ being green), and vehicles on street A A₁ stop in front of lights a, a₁, showing red. When the number of vehicles which has collected in front of a and a₁ is sufficiently large, or when the time they have been obliged to halt has reached the maximum (30 seconds, for example), the policeman prepares a change of the direction of traffic by pressing a push button and maintaining his pressure. This action makes the signals b, b₁ show yellow for the whole time the pressure is maintained (3 to 5 seconds, for example), which informs drivers on street B that the direction of traffic is going to be changed. Meanwhile, on street A, vehicles have remained halted in front of lights a, a₁, which are still red. When the policeman removes his hand from the push button, lights b and b₁ become red and lights a and a₁ still remain red.

This is the period of clearance of the cross-roads during which the vehicles on street A A₁ remain halted, allowing the stream of vehicles on street B, which had passed signals b

and b_1 before they turned red, to leave the cross-roads. The duration of this intermediate period during which all four lights are red depends on the size of the cross-roads and the speed of the vehicles. The policeman decides in each case how long this period will last.¹⁾

At the end of the intermediate period, the policeman again presses the push button, and lights a and a_1 become green (without intermediate yellow, which is unnecessary). At the same time, the striking of a gong informs drivers that they can move forward. This gong may be regarded as a provisional device, aimed at ensuring the transition between the old bell-ringing, which made a great deal too much noise, and the new yellow and green colours, with which some drivers are not yet sufficiently familiar. Traffic then moves along street A A_1 .

One minute later, for example, the policeman takes similar steps to change the direction of traffic once more.

Lights a , a_1 , b , b_1 are situated at a height of about 3.50 metres and are not very visible from within the body-work of most present-day cars, when they are close to the lights. In order to ensure better visibility, these main lights are accompanied by so-called "repetition" lights, which work simultaneously and which are placed on the stand of the apparatus at a height of about 1 metre, and also on any islands there may be in the middle of the street.

Lines of studs, P_1 , P_2 , P_3 , P_4 , define the parts of the street reserved for the crossing of pedestrians.

At certain cross-roads, there are now luminous studs, with an appearance similar to metal studs. Their height above the street level is approximately the same, but their area is much larger. They contain an appliance with red, yellow and green lights, synchronising with the signal lights of the cross-roads on which they are situated. These luminous studs are situated in the line of crossing studs on the outer side of the cross-roads, as shown in the sketch. In this case, they are intended for the guidance of vehicles, supplement the action of the signals, and oblige vehicles to stop short of the crossing place for pedestrians. They can also be placed between the studded crossing places at c , $c'1$, c_2 , $c'2$, the lights facing towards the pavement. They then provide guidance for pedestrians, and are synchronised with the lights of the transversal street, to remind pedestrians that they must only cross the street when it is closed, and when the transversal street is therefore free.

1) This intermediate period may mean loss of time for traffic if the policeman does not see, on each occasion, that it is of the proper length, which may be very short. Hence, in principle, it does not exist in connection with the automatic detector pads which are usually employed at narrow cross-roads and those with medium traffic, where the need for this intermediate period is not felt.

Special Marking of Certain Passages for Pedestrians
elsewhere than at Cross-Roads.

Passages for pedestrians are, as a rule, marked out at cross-roads. Nevertheless, local circumstances often lead to passages being arranged for pedestrians in the interval between two distant cross-roads. If traffic is very heavy at this place, the crossing of the street, particularly if it is a wide one, presents certain difficulties and even some danger. To dispense with the presence of a policeman for the purpose of stopping the traffic in both directions from time to time in order to allow pedestrians to cross, signal lights worked by hand according to the following principle have been put up at several places (see sketch B).

Two signals A and B, similar to those used at cross-roads, are placed on either side of the passage which is to be protected. Normally, they show a green light and vehicles may move freely in both directions. Two luminous panels p1 and p2, parallel to the axis of the street, bear the inscription "Pedestrians, wait" in red letters. If a pedestrian wishes to cross, he presses a control button on the apparatus. The signals become yellow and then red. At this moment, the words on panels p1 and p2 change and the words "Pedestrians, cross" appear in green letters. Vehicles then stop and pedestrians cross. After a certain interval, which depends on the breadth of the street to be crossed, panels p1 and p2 once more become red, with the words "Pedestrians, wait", and the signals for vehicles automatically become green after allowing sufficient time for the last pedestrians to leave the street. Vehicular traffic then goes on again.

The apparatus is so designed that it is impossible to operate the signals until some time after the previous crossing. The idea is to prevent pedestrians from using the signals so often that traffic is unduly held up.

APPENDIX II.

N O T E

on detector pads at cross-roads
(France)

The installation consists as a rule, in the case of cross-roads formed by the intersection of two streets, of four lights and four detector pads placed at about twenty-five metres from the cross-roads and connected up to a control box.

The lamps take the place of the policeman's arm, the detector pads are his eyes, and the control box his brain. The automaton thus created strictly carries out the instructions given, its memory is infallible, its eyes are everywhere and it never gets tired.

For the sake of clearness, we shall call the streets A, A₁, B, B₁, the lamps a, a₁, b, b₁, the detector pads pa, pa₁, pb, pb₁ as shown in the attached diagram (C).

Preliminary Remark.- As vehicles do not keep to their extreme right, the pad has to extend more than half way across the street, and in narrow streets from one pavement to the other. The vehicle therefore passes over two detector pads, but the latter produce two successive contacts, which only act on the control apparatus if they occur in a given order.

Thus the apparatus is only influenced when a pad is crossed by a vehicle (car or bicycle) proceeding towards the cross-roads. The pad may be described as unidirectional.

Nevertheless, non-directional detector pads (simpler and therefore less expensive) may be used in one-way streets or parts of streets where it is unlikely that a vehicle will pass, even when it is not keeping well to the right.

NEUTRAL POSITION.

In the absence of traffic, all the lamps are lighted and show yellow flashes in all directions, thus enjoining caution on all vehicles approaching the cross-roads.

PASSAGE OF A VEHICLE.

If, for example, a vehicle proceeds towards the cross-roads from the direction of A, it causes lights a and a₁ to become green (free passage) by passing over the detector pad pa. At the same time, lamps b and b₁ become yellow (1 to 2 seconds) and then red, stopping traffic in the transversal street. This situation lasts for a variable given time (7 seconds, for example), sufficient to allow the vehicle to leave the cross-roads by one of the streets A₁, B or B₁. Immediately afterwards, all the lights

return to yellow flashes and we are back again to the neutral position.

PASSAGE OF SEVERAL VEHICLES ALONG THE SAME STREET.

If, after lamps a and a_1 have become green to give free passage in A and A_1 , other vehicles arrive on pads pa or pa_1 , the lamps remain green and traffic remains free along streets A and A_1 (streets B and B_1 being barred) as long as no vehicle arrives along streets B or B_1 , a situation which we shall now examine.

CASE OF VEHICLES ARRIVING ALONG A AND B TOWARDS THE CROSS-ROADS.

Suppose that the vehicle arriving along street A crosses pad pa before the vehicle arriving along street B crosses pad pb . Lamps a and a_1 become green for a time, to allow the first vehicle to pass. Lamps b and b_1 have simultaneously become yellow and then red, stopping the second vehicle at right angles to b. When the time t has elapsed, lamps a and a_1 become green, allowing the second vehicle to pass during the time t. If by any chance the vehicles cross the two pads at exactly the same moment, priority is given to the street usually having the greatest traffic.

If the first vehicle coming from A is followed soon after by vehicles coming from A or A_1 , the vehicle which has stopped in front of lamp b remains there until an interruption longer than t occurs along A to A_1 . It is then given free passage. If at the end of T seconds (another time to be determined - 20 seconds for example) this has not yet occurred, a special device comes into play which makes lamps a and a_1 turn yellow and then red and makes lamps b and b_1 turn green in order to prevent the stopped vehicle from having to wait too long. If the wait is not very short, other vehicles will probably be waiting in front of lamps b and b_1 . A special device has the effect, at the end of intervals fixed at t seconds, of making pads pb and pb_1 once more "sensitive". If these pads are then actuated, a superposition of effects occurs and free passage is given along B, B_1 for an additional period t_1 to be determined.

The position can be made clear by figures. Suppose, for example, that street A has remained free for the passage of vehicles for the time T assumed to be 20 seconds. The apparatus will have been set for times $t = 7$ seconds and $t_1 = 5$ seconds.

Suppose that two vehicles have arrived along B in the first 7 seconds, one in the next 7 seconds and five in the last 6. Detector pads pb and pb_1 having been put into action three times in 20 seconds, free passage will be given along B, B_1 for $7 \div 5 \div 5 = 17$ seconds for seven vehicles, instead of 7 seconds only for the two vehicles of the first period. Although the time allotted is not strictly in proportion to the number of vehicles which are waiting, there is nevertheless a relationship which is sufficient in practice. It may be added that if, during these 17 seconds, other vehicles arrive along B or B_1 , the passage will remain free along B, B_1 up to the maximum of 20 seconds (time T), except, of course, if no vehicles arrive along street A, in which case vehicles can pass along B until the arrival of a vehicle along A.

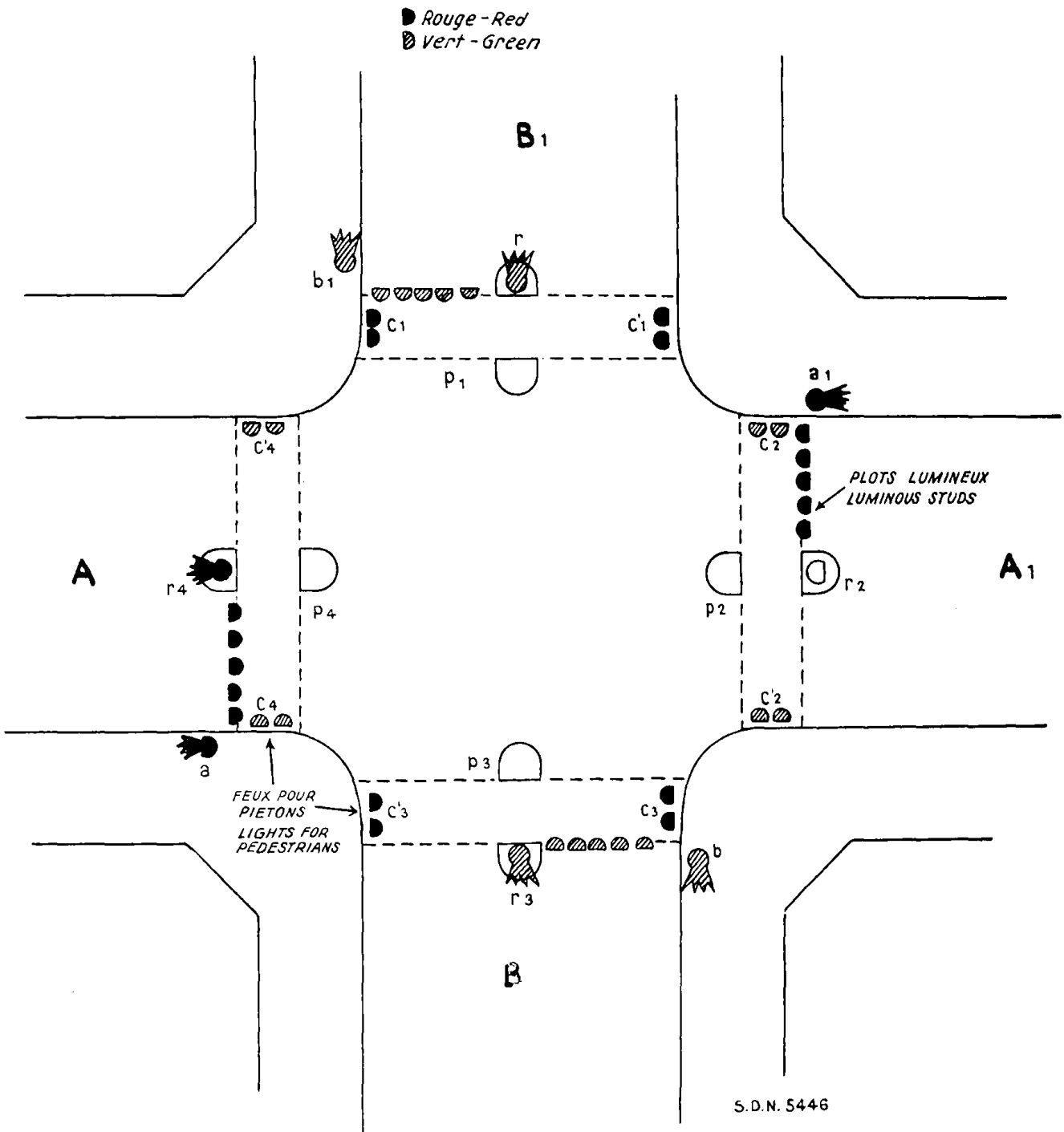
There are three makers of apparatus which, by different technical methods, produce the effects described above.

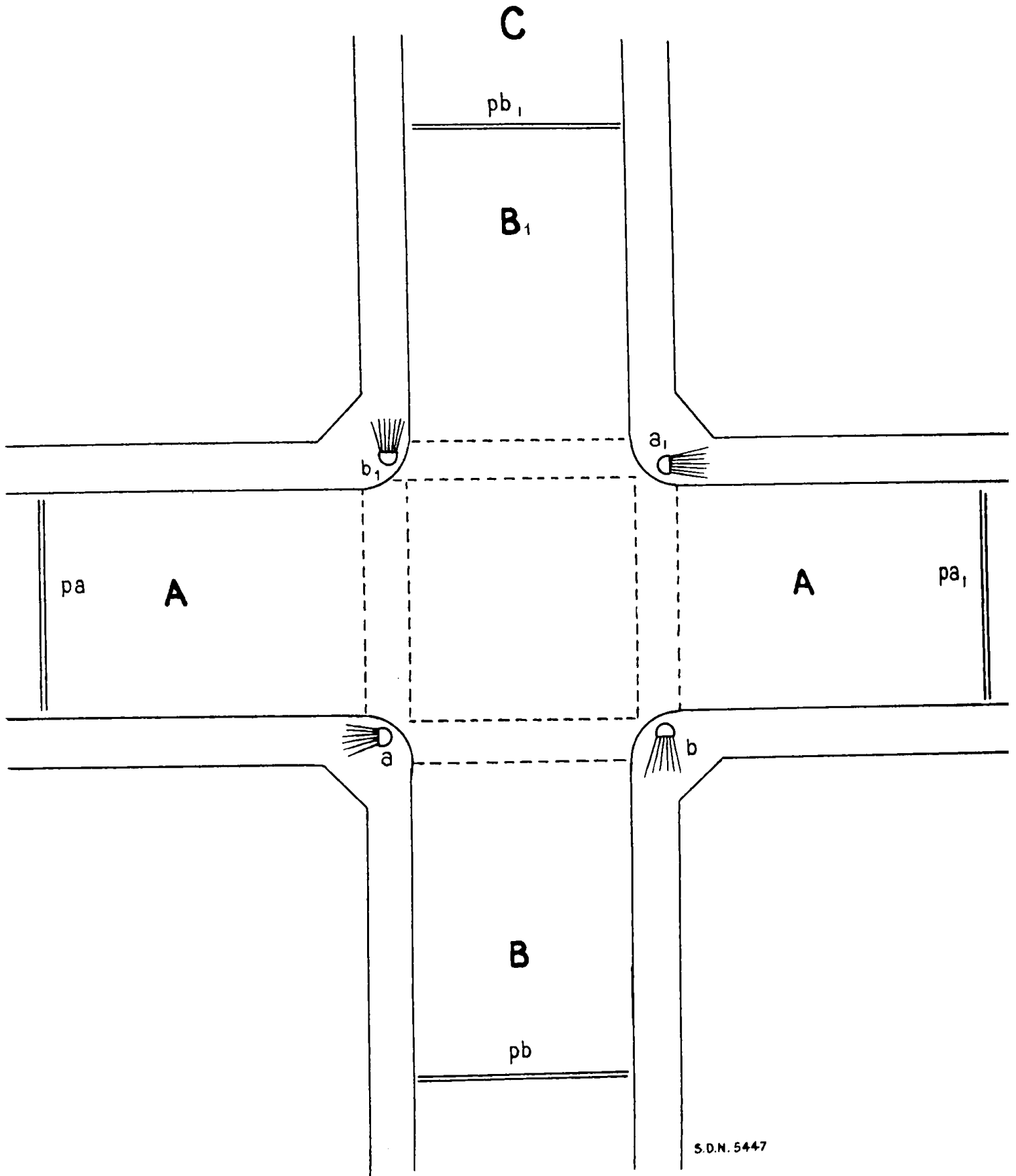
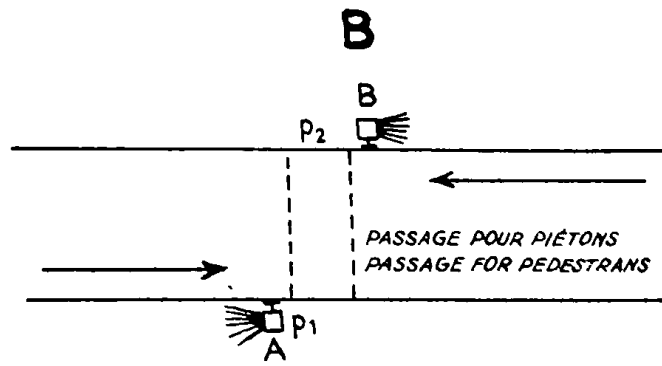
They are: (1) Les Etablissements Saunier, Duval & Frisquet, 99, Avenue de la République, Paris (11); (2) La Compagnie des Compteurs, 12 Place des États Unis, Montrouge (Seine); (3) la Société Eclairage des véhicules sur rails, 22 Rue d'Anjou, Paris (8).

A

CIRCULATION LIBRE DANS LA VOIE B
" ARRETÉE " " " A

FREE TRAFFIC ALONG STREET B
TRAFFIC STOPPED " " A





QUESTIONNAIRE.

1. Has any system of mechanical light signals for regulating traffic at cross-roads, particularly in towns, been adopted in your country, either as a regular measure or by way of experiment? Does it come under the local authorities only, or is it under the orders and control of the central authorities in your country?

2. What systems of signalling are employed, and in what cases are they severally employed?

3. Is the apparatus worked by hand or automatically? In the latter case, in what does the automatic nature of the system consist?

4. Are the systems of signalling based on the principle of signals of one, two or three colours?

5. (a) What are the colours employed? (b) What is the exact meaning of each of them? (c) In what order do they appear? (d) Do lights of two different colours appear simultaneously in certain cases and, if so, what do they signify? (e) How are the lights superposed or grouped, and in what order?

6. Are fixed lights or flashing lights employed? In the latter case, how frequently do the flashes occur?

7. Is the appearance of each of the lights of the signal that of a light which does not change as regards position or form, or is there a system producing the effect of a moving light or some light apparatus which changes in order to give gradual warning of the disappearance of the light?

8. Are the signals in question intended only for the use of vehicles? Is it provided that pedestrians shall observe those signals and take account of them, or is there a special system of signals for pedestrians and, if so, what is that system?

In the latter case, does each colour bear the same significance in the signals intended for pedestrians as in those intended for vehicles?

9. How long have the various systems in use in your country been employed? Have any others been employed which have subsequently been abandoned? As regards those at present employed, are there any that it is proposed to abandon and, if so, for what reasons?

10. Is the general adoption of one of those systems already proceeding or contemplated, with a tendency towards a more or less general standardisation?

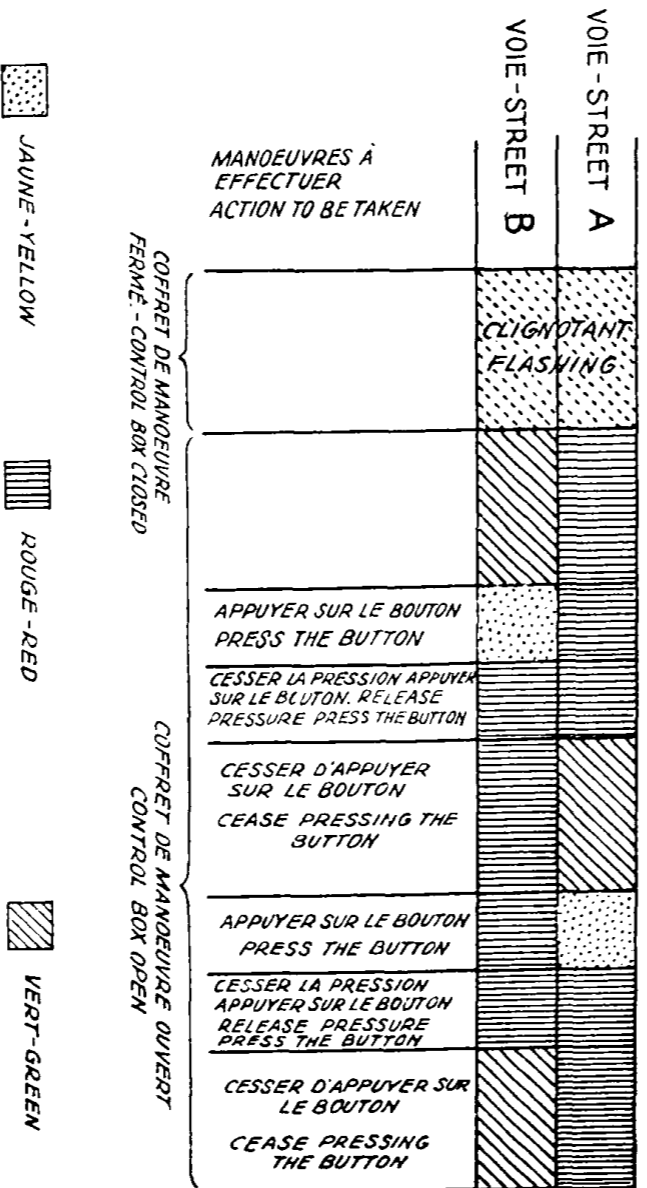
11. Is preference given in your country to signals suspended in the middle of the road, or to those placed off the road at the corners of cross-roads?

12. Do you consider that mechanical light signals are becoming necessary owing to the increase of traffic? In what cases and to what extent has the system been attended by any drawbacks?

13. Is the signalling system employed by the traffic police (Table IV in document C.671.M.321.1933.VIII: « Road Signalling ») adequate to meet present-day needs? Does it work satisfactorily in conjunction with the systems employed for light signalling? What is the present position in your country as regards this question?

APPENDICE
APPENDIX III

CYCLE DES SIGNAUX DE CARREFOUR A COMMANDE
MANUELLE - CYCLE OF CROSS-ROAD SIGNALS WORKED BY HAND



(E.932. Extract.)

Geneva, October 31st, 1935.

LEAGUE OF NATIONS.

ECONOMIC COMMITTEE.

TOURIST TRAFFIC CONSIDERED AS AN INTERNATIONAL ECONOMIC FACTOR.

Results of the Session of the Sub-Committee of Experts
on Tourist Traffic
(Geneva, October 21st - 24th, 1935)

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III. Decisions of the Economic Committee.

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(Geneva, October 21st - 24th, 1935)

- A. List of the members present.
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2. Technical Questions relating to the Tourist Traffic: . . .

- (a) Passports;
- (b) Measures to reduce the Number of Traffic Documents;
- (c) Recommendations of the Sub-Committee;
- (d) Customs Formalities;
- (g) Facilities to be granted in respect of Railway Travel.

SECTION I.

III. DECISIONS OF THE ECONOMIC COMMITTEE.

. . . 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:

.....

- (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 - 24th, 1935.

SECTION 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.
- 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).
- United States: Mr. Donald F. BIGELOW, of the United States Consulate-General, Geneva.
- 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.¹⁾
- Norway: M. G. B. LAMPE, Director of the National Tourist Traffic Office.
- 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.²⁾
- United Kingdom: Mr. L. A. DE LACY MEREDITH, General Director, The Travel and Industrial Development Association of Great Britain and Ireland.
- Switzerland: M. Siegfried BITTEL, Director of the Swiss National Tourist Traffic Office.
- Belgo-Luxemburg Union: Colonel E. N. F. PULINX, Director-General of the Belgo-Luxemburg Tourist Traffic Office.

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. PERON, Secretary-General.
- Central Council of International Touring, Paris: Count HADELIN DE LIEDEKERKE-BEAUFORT, President.
- International Railway Union: M. LEVERVE, Secretary-General.³⁾
- International Union of Official Organs for the Promotion of the Tourist Traffic: Colonel E. N. F. PULINX, Chairman.

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

2) Prevented from being present by temporary absence in the United States.

3) Unable to attend.

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. 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.

.....

2. Technical Questions relating to the Tourist Traffic.

(a) Passports.

In the course of its consideration of various means of promoting and developing the international tourist traffic, the Sub-Committee gave its attention to the methods most likely to lead to this result.

In this connection, it examined the present position in respect of passports or documents in lieu of passports. It draws attention 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.

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.¹⁾

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 those concerned are in possession of national licences. 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 co-operation in the matter of road traffic to the international organisation concerned with 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 to foreign motorists staying in or passing through the country of compulsory third party insurances 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;

1) These remarks apply, mutatis mutandis, to travel by air, water, etc.

(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, cine-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.

.....

(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.



LEAGUE OF NATIONSORGANISATION FOR COMMUNICATIONS AND TRANSITSIGNALS AT LEVEL CROSSINGS

REPORT OF THE SPECIAL COMMITTEE

*Adopted by the Advisory and Technical Committee for Communications and Transit
(Nineteenth Session, November 1935).*

The Special Committee for the study of the question of signals at level crossings, composed of :

- M. E. MELLINI, Higher Inspector of Railways, Tramways and Automobiles of the Kingdom of Italy (*Chairman*) ;
- M. Ch. H. J. DRIESSEN, Chief Engineer, Head of the Permanent Way and Works Department of the Netherlands Railways ;
- M. P. C. FRANKLIN, of the Roads Department, Ministry of Transport of the United Kingdom ;
- M. H. HUNZIKER, Director of the Railways Division at the Swiss Federal Department of Posts and Railways ;
- M. P. A. VALSINGER, Head of the Technical Service of the Swedish Department of Roads and Bridges ;
- M. C. WALCKENAER, former Inspector-General of Mines at the French Ministry of Public Works ;
- M. J. L. METTERNICH, Secretary of the Special Committee.

met at Geneva from January 10th to 12th, 1934, and from August 22nd to 25th, 1934.¹

In the interval, extensive documentary material was collected on the basis of a questionnaire (C.L.21.1934.VIII) sent out by the Secretary-General of the League of Nations to the Governments of European States and to those of the United States of America and Canada. Replies from thirty States² have been received and analysed by the secretariat of the Special Committee.

From the outset of its work, the Special Committee found it desirable, at least for the present, to confine its study to the question of the international unification of the system of signals adopted for the protection and regulation of road traffic at level crossings, without going into the question whether it would be possible and advisable in every case to use any particular system of regulation or protection.

Some reference to the present situation may now be useful.

Under the uniform system of road signals instituted by the International Convention of April 24th, 1926, and supplemented by that of March 30th, 1931, signals giving warning of railway level crossings are triangular in form, like other danger signals. Their distinctive feature, save in exceptional cases when the triangle is hollow, is that they bear in the centre the picture of a gate or of a locomotive, according to whether it is a level crossing with gates or a level crossing without gates.

There was for a time some hesitation as to whether these two pictures were suitable in the case of certain level crossings at which there are no actual gates, but which are in fact guarded. This question is now settled. The picture of the gate is to be reserved for level crossings actually provided with gates ; that of a locomotive is to be used for all other level crossings, whether guarded or not.

These triangular advance signals are already very widely used. It is important, however, to distinguish between the *de facto* situation and the legal obligation in the matter. Under the international Convention, contracting States have undertaken to introduce this system of advance signals, or to have it introduced in their territories, and to exclude all other signals for the purpose. But this undertaking applies only to the form and appearance of the signals ; it prevents a different kind of signal from being used for the same purpose ; it does not create

¹ M. Valsinger was unable to attend the second meeting.

² Albania, Austria, Belgium, United Kingdom of Great Britain and Northern Ireland, Bulgaria, Canada, Czechoslovakia, Denmark, Estonia, Finland, France, Greece, Hungary, Irish Free State, Italy, Latvia, Lithuania, Monaco, Netherlands, Norway, Poland, Portugal, Roumania, Saar, Spain, Sweden, Switzerland, Turkey, United States of America, Yugoslavia.

any positive obligation as to their general use. In point of fact, certain States which have acceded to the Convention have not as yet taken any general measures to make the institution and upkeep of these advance signals legally compulsory on the roads in their territory.

Further, it is recognised that level crossings without gates should have a second signal placed in the immediate vicinity of the crossing, showing the position of the crossing and preventing any risk that a driver who has not fully grasped the significance of the figure on the advance signal may confuse the crossing in question with a level crossing with gates of which the gates are open.

There is no clause on this subject in the international Conventions. The International Railway Union has adopted for the purpose a special signal in the form of a single or double St. Andrew's Cross, according as the line is single or double. This signal in the form of a St. Andrew's Cross is already very commonly employed. But so far it has not formed the subject of any agreement between States.

The two signals just referred to must be regarded as essential ; but, in several countries which have had a wide experience of their use, they are not regarded as adequate.

It is important to distinguish, as regards signalling, between three categories of level crossings ; those with gates (category A) ; those without gates, but with automatic signals announcing the approach of trains (category B) ; and, lastly, those without gates and without automatic signals (category C).

As regards category A, since it sometimes happens that cars dash into closed gates, it seems essential that the gates should not only be painted in some distinctive fashion, but that during the night, if they are not open, they should be provided with red lights facing the road for " Stop ", or with red reflectors, or that they should be lighted by a special projector.

Further, several States have noted the utility of various supplementary devices designed to attract the attention of drivers of motor-vehicles or to keep their attention as they are approaching a level crossing. These devices are as follows :

- (a) To place reflectors on the rim of the advance signal ;
- (b) To place along the road, between the advance signal and the level crossing, a series of posts showing the distance ;
- (c) To place, in the immediate vicinity of the level crossing, palings painted in distinctive colours.

The Special Committee does not propose to require these supplementary measures to be taken at all level crossings of category A, whatever the density of traffic on the road, or that they should all be taken simultaneously ; but it seems to it not unreasonable that on roads on which there is heavy motor traffic it should be made compulsory to adopt at least one of those measures.

As regards category B, it is essential that the special signal giving warning of the approach of trains should be distinctive and such as to arrest the attention of users of the road. After having reviewed the various devices that have been used or tried, the Committee proposes that it be decided that the signal should consist both by day and by night of one or more red flashing lights. It will be accompanied by a sound signal.

On roads on which there is heavy motor traffic it is desirable also to supplement the system either by a flashing light showing white when the crossing is free or by one of the provisions (a), (b) or (c) already described.

No mention has been made above, for the level crossings in categories A and B, of any condition regarding the visibility of the railway-lines for users of the road ; not that this question of visibility is negligible, but because, in principle, the Special Committee's proposals are intended to refer only to signals and because, for crossings of categories A and B, judicious signalling arrangements can and should serve adequately to supply any shortcomings in regard to visibility. But for level crossings of category C, the question does not present itself in the same manner. The Special Committee considers good visibility essential and places it in the forefront of the conditions to be fulfilled by level crossings of that category. The visibility should be such that, with due allowance for the maximum speed of the trains, the driver of a vehicle approaching a railway may have time to stop before entering the crossing when a train is in sight and a driver who has entered the crossing when a train appears may have time to clear the crossing.

Further, for all level crossings of category C, whatever the density of traffic on the road, it is essential that the signals consisting of a triangular advance signal and the St. Andrew's Cross signal should be supplemented either by an amber flashing light functioning throughout the hours of service, or by one of the provisions (a), (b) or (c).

This would make it possible, for the three categories of level crossings, to contemplate a system of signalling which would be uniform in the essential provisions, while permitting of some freedom of choice for measures of detail. This elasticity would facilitate the adoption of the system by Governments which, on these points, prefer the solutions that each of them has already selected and that it would be a costly matter to replace. As regards the main provisions, it is essential from every point of view that unity should be achieved as soon as possible.

The Special Committee's conclusions are given in Chapter I hereunder, principally for the purposes of main railway lines. Chapter II shows briefly the principles on which the question should be settled for local railways and tramways. Lastly, various recommendations form the subject of Chapter III.

CONCLUSIONS.

CHAPTER I.

For purposes of the signalling and protection of level crossings, the Committee is of opinion that level crossings may be divided into the following three categories :

- A. Level crossings with gates ;
- B. Level crossings without gates but with automatic signals ;
- C. Level crossings without gates and without automatic signals.

For each of these three categories, the Special Committee is of opinion that the regulations to be laid down must be based on the following principles :

A. *Level Crossings with Gates.*

1. Warning of level crossings with gates must be given on the road by means of triangular advance signals bearing the picture of a gate, in conformity with the 1926 Convention. The signal post must be painted in alternate red and white, or red and light yellow transverse stripes.

On main roads and on secondary roads with heavy motor traffic during the night, the rim of the triangle must be provided with a number of white or yellow reflectors. Such reflectors should not be compulsory if, between the advance signal and the gate, the neighbourhood of a level crossing is shown either by a number of posts indicating distances, placed on the right or left side of the road according as the traffic keeps to the right or left, or by placing in the immediate neighbourhood of the level crossing, to left and right, palings painted red and white, or red and light yellow, and so arranged as to attract the notice of motor-drivers.

2. Gates must be painted red and white, or red and light yellow.

3. In order to make gates more visible by night they must be provided either with red reflectors, or with a red light, or with a flood-light illuminating the gate whenever it is not fully open.

4. In order to avoid any confusion with level crossings coming under categories B and C, level crossings with gates must not be provided with signals in the form of a St. Andrew's Cross.

5. Gates operated from a distance (whether by a railway employee or by an automatic device) must be provided with sound or sight signals giving road users warning in sufficient time that the gate is about to be closed. Road users not yet on the level crossing must stop before reaching it ; road traffic already on the level crossing must clear it speedily. Gates must be closed slowly enough to enable such traffic to clear the crossing.

6. At all level crossings with gates, the gates must be guarded during the whole period when train services are in operation. Should a level crossing be transferred from category A to category B or C, the gates must be removed in order to avoid any misunderstanding on the part of road users.

B. *Level Crossings without Gates but with Automatic Signals.*

1. Warning of level crossings without gates but with automatic signals must be given on the road by means of an advance triangular signal bearing the picture of a locomotive, in conformity with the 1926 Convention. The posts must be painted as provided above in the case of level crossings with gates.

2. In the immediate vicinity of the railway, a signal must be placed in the form of a single or double St. Andrew's Cross, according as the line is single or double. The St. Andrew's Crosses must be painted in two colours, red and white or red and light yellow ; the signal posts must be painted in alternate stripes of the same two colours.

3. The automatic signal giving warning of the approach of trains must also be placed in the immediate vicinity of railway lines. Both by day and by night, this signal must consist of one or more flashing lights, red in colour, indicating that road traffic must stop.

4. The above-mentioned red light signal must be accompanied by a sound signal.

5. On main road and on secondary roads with heavy motor traffic during the night, one of the following four devices must also be used :

(a) A flashing white light, appearing at periods other than those at which the red flashing light is shown.

(N. B. — All necessary precautions will have to be taken to ensure that, if the signal is not working properly, it cannot be interpreted in a manner contrary to safety.)

(b) Between the triangular advance sign and the level crossing, a number of posts indicating distances on the right or left side of the road, according as the traffic keeps to the right or left.

(c) In the immediate neighbourhood of level crossings, to right and left, palings painted red and white or red and light yellow, and so arranged as to attract the notice of motor-drivers ;

(d) Reflectors suitably placed on the triangular advance signal, white or yellow in colour.

6. Signals of the same kind, but operated by hand instead of being automatic, shall be regarded as equivalent to the automatic signalling of the approach of trains prescribed above.

C. *Level Crossings without Gates and without Automatic Signals.*

1. In the case of level crossings without gates and without automatic signals, it is essential that the railway lines should be clearly visible to users of the road, with due allowance for the maximum speed of the trains, so that the driver of a vehicle approaching a railway from either side may have time to stop before entering the crossing when a train is in sight, and a driver who has entered the crossing when a train appears has time to clear the crossing.

2. Such level crossings, if used by motor traffic, must be marked on the road by the advance triangular signal bearing the picture of a locomotive prescribed by the 1926 Convention.

3. In the immediate vicinity of the railway a signal must be placed in the form of a single or double St. Andrew's Cross, according as the line is single or double. The St. Andrew's Crosses must be painted in two colours, red and white, or red and light yellow. The signal posts must be painted in alternate stripes of the same two colours.

4. Furthermore, for level crossings used by motor traffic, one of the following devices should be used :

(a) Between the triangular advance sign and the level crossing, a number of posts indicating distances on the right or left side of the road, according as the traffic keeps to the right or left.

(b) In the immediate neighbourhood of level crossings, on both the right and left side of the road, palings painted red and white or red and light yellow, and so arranged as to attract the attention of motor-drivers.

(c) A flashing orange light, working during the whole period when the train service in the immediate neighbourhood of the level crossing is in operation.

(d) Reflectors suitably placed on the triangular advance signal, and white or yellow in colour.

CHAPTER II.

The above regulations are intended chiefly for the main lines. In the case of local lines and tramways, the warning signals must have the same characteristics, shapes and meanings as in the case of level crossings on the main lines. As regards their use, however, certain simplifications might be allowed in particular cases by the Governments of the respective countries.

In the case of sections of local railways or tramways in built-up areas, the regulations to be applied shall be left to the competent authorities of each country.

CHAPTER III.

In addition to the above proposals, the Committee would add the following recommendations :

1. That as many level crossings as possible should be abolished, mainly through replacement by underground or overhead crossings.

2. That when new lines are constructed, no level crossings should as a rule be made, and that even in the case of secondary lines, the number of level crossings should be reduced to a strict minimum. In any case, the most favourable conditions possible should be ensured as regards the visibility and course of both railway and road.

3. That the Governments should take all the necessary steps to see that the employee responsible for operating the gates is warned of the arrival of trains, so as to ensure both that the gates are closed in sufficient time and that delays to traffic are reduced to a minimum.

4. That the regulations governing level crossings and the signalling of such crossings, on points of detail not prescribed by the above provisions, should be made as uniform as possible in each country.

5. That additional measures of security should be taken in each country in the event of fog and all other circumstances abnormally reducing safety.

6. The Governments should endeavour to remedy the situation created by the existence in certain countries of side gates which may be used at will by pedestrians and which cause a large number of accidents.

Geneva, March 26th, 1936.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

UNIFORM SYSTEM OF MARITIME BUOYAGE

REPORT BY THE SMALL COMMITTEE



In conformity with a resolution adopted by the Advisory and Technical Committee for Communications and Transit on November 9th, 1935, a Committee of Experts was set up, selected in principle from among the members of the Preparatory Committee on the Unification of Buoyage Rules, which met in London from July 17th to 22nd, 1933. This Committee was instructed to frame a new text of the draft Agreement and Rules drawn up by the Preparatory Committee,¹ having regard to the amendments and modifications proposed by the Governments. The Committee of Experts met in London from February 10th to 14th, 1936.

In order to fulfil its mission, the Committee has endeavoured to take into account, and to reconcile as far as possible, most of the observations submitted by the States (see Annex 1) which were invited to express their opinions on the draft Agreement and draft Rules drawn up in London in July 1933. It also examined certain observations made by the Chinese Maritime Customs Service (see Annex 2).

DRAFT AGREEMENT.

In the draft Agreement,² the Committee has thought it necessary to recommend the *rapid* completion of the measures that are to be taken to give effect to the draft Rules; nevertheless, it has retained the lengthy maximum time-limit of ten years which was previously prescribed (Article 1, paragraph 1).

Though it has not amended the provisions of Article 7 relating to the method by which accessions are to be notified, the Committee expresses the hope that such notifications may be accompanied by copies of the national buoyage regulations issued by the country in question in application of the unified Rules. The Committee further hopes that the Secretary-General of the League of Nations will, for purposes of information, communicate such national regulations, together with illustrative diagrams, to the other contracting countries (including those which have deposited ratifications or accessions which have not yet become operative). A sufficient number of copies should be transmitted to the Secretary-General for this purpose.

In Articles 5 and 7, the Committee has raised from five to ten the number of Governments whose acceptance is required before the Agreement can enter into force. This change is intended to ensure that States shall not be bound by the Agreement, nor be under any obligation to adopt measures in application thereof (and such measures may be far-reaching in scope), unless they are certain that the Rules will be applied by a sufficient number of countries.

Some countries may desire to make the validity of their acceptance subject to the establishment of an analogous system by a few other countries whose position from the maritime point of view is similar to their own, or with whom they are particularly anxious to have a system in common. In such cases, however, it may be thought sufficient if the other countries concerned are, in fact, carrying out the essential features of the Agreement, even although they may not have formally acceded to it. The first-mentioned countries will then be able to inform the Secretary-General of the League of Nations that they withdraw their reservation relating to the other countries concerned, and their acceptance will thus become fully effective. This procedure is thought likely to increase the probability of the rapid and practical application of the Agreement embodied in the last part of Article 10.

Finally, Article 8 of the draft Agreement has been amended in order to meet the wishes of certain countries in regard to future technical development or new inventions, the benefit of which might be withheld for too long a period if their utilisation were prevented by an international Agreement in which no change could be made for many years.

¹ Document C.465.M.238.1933.VIII.

² Document C.128(a).M.67(a).1936.VIII.

The Committee desired, however, to avoid the possibility of a premature amendment of the Agreement, for reasons other than those given in the preceding paragraph, before it had been sufficiently fully applied; for such a possibility, with the accompanying threat of instability, might alarm countries which are anxious to ensure, through their accession to the Agreement, the lasting uniformity of the buoyage system.

DRAFT RULES.

This, too, is the progressive spirit which led to the adoption, in the latter part of Articles 10 and 16 of the draft Rules annexed to the draft Agreement,¹ of the provision that, in the marking of the sides of a channel under the lateral system, or the marking of natural dangers under the cardinal system, rapid-flashing lights (sometimes known as scintillating lights) are placed in the same category as single-flashing lights, of which they may be regarded as constituting the extreme case.

With regard to miscellaneous marks, a new article (Article 22) has been introduced for the purpose of prescribing the type of mark to be employed for the indication of areas used for naval, military or air force practice purposes. It is important that, as requested by certain countries, steps should be taken as soon as possible with a view to preventing at this early stage the employment of varying methods for this purpose. In this connection, approval is given to a white mark with a blue cross, to which may be added an inscription indicating that the adjacent area may be dangerous.

In the matter of lights on wreck marks, an attempt has been made in both systems to obviate any serious risk of confusion with buoyage lights properly so called that may show the same green colour.

It will be noticed that the Committee has thought it sufficient, as it is certainly much simpler, to provide that, in the cardinal system, the marking of wrecks should be confined to the two opposite quadrants, east and west (Article 26). This is the practice commonly followed in certain countries which use this system. As wreck marks may be placed near the boundaries of the quadrants in question, it will always be possible by their position to give a sufficiently approximate and effective indication of the bearing of the danger in cases where only a few distinctively coloured characteristics are available.

In such cases, however, the addition of topmarks is particularly valuable for the purpose of obviating any risk of confusion with the lateral system for the marking of wrecks. This addition has accordingly been made compulsory.

The position of Article 28 (Topmarks) has been changed, and it has been amended so as to show, in the first paragraph, one of the purposes for which topmarks are employed and one way in which they may be used in more or less difficult circumstances.

Article 29, which relates to fixed lights, has been redrafted so that the recommendation in respect of such lights relates only to cases which are of real importance and in which the application of the rule would be easy and would not entail undesirable consequences.

The wording of Article 30 has been amended in order to provide for an exception in such very special cases as may naturally arise—*e.g.*, in inland channels or at the entrance to certain harbours. This article cannot justify any violation of the fundamental rules applicable in such simple cases as usually arise—*e.g.*, the entrance to harbours that open directly on to the sea. The article must, on the contrary, serve to enable responsible authorities to adopt such solutions as give the greatest security compatible with particular situations. The fundamental rules concerning lighted marks must not, however, be wrongly and unnecessarily extended to all cases of shore lights or lights placed on fixed supports in respect of which there is no real possibility of interference with the system of lighted marks properly so called.

The same considerations underlie the wording of Article 31, which relates to a leading light or lights, and to coloured sectors in regard to which the recommendation made is to the effect that in any particular region a uniform rule should be followed in cases where it is not possible to observe fully the fundamental rules concerning lighted marks.

In order to meet various objections that have been put forward concerning the work of unification which is now being undertaken, the Committee ventures, in conclusion, to point out that:

1. The Rules now proposed for adoption by States would not have the effect of compelling any State to employ all the modes of marking referred to therein, or even any they do not at present employ. The Rules simply indicate the characteristics that should be adopted for those marks which are already used, or may in the future be used, on the coasts of any particular country in order to meet fresh needs which may arise quite apart from the Rules themselves.

2. The wording of the two documents—as will be clear if they are carefully studied—has been made as elastic as possible as regards both individual articles in the Rules and Article 2 of the Agreement. The object has been, not only to pay due regard to various special situations which exist or may arise in the future, but also to facilitate the achievement of adequate uniformity wherever, from the point of view of security, such uniformity is both desirable and possible.

The Committee was constituted as follows:

Chairman: Sir John BALDWIN, K.C.M.G., C.B., formerly of the Foreign Office and former Chairman of the Advisory and Technical Committee for Communications and Transit.

United Kingdom: Captain A. H. RYLEY, Elder Brother of Trinity House.

¹ Document C.128(a).M.67(a).1936.VIII.

Spain: M. R. ENAMORADO ALVAREZ-CASTRILLON, Engineer, Secretary of the Lighthouse Commission.

France: M. A. DE ROUVILLE, Chief Engineer for Bridges and Roads ; Director of the Central Lighthouse and Buoyage Service.

Italy: Count F. CAPPONI, Commander, Naval Attaché at the Italian Embassy in London.¹

Netherlands: M. VAN BRAAM VAN VLOTEN, Chief Engineer of the Technical Lighthouse Service.

Sweden: M. E. HÄGG, Director-General of the Royal Administration of Pilotage, Lighthouses and Buoys.

Secretary: Mme. E. LEHMANN, Member of the Communications and Transit Section.

¹ Count Capponi made a statement before the Committee, the text of which is attached (see Annex 3).

ANNEX 1.

OBSERVATIONS OF GOVERNMENTS ON THE REPORT OF THE
PREPARATORY COMMITTEE FOR THE UNIFICATION
OF BUOYAGE RULES.

[C.C.T.594.]

[Annex 3 to document C.458.M.240.1935.VIII.]

September 27th, 1935.

The Advisory and Technical Committee for Communications and Transit, after taking cognisance of the replies of the Governments to Circular Letter 310.1931.VIII, set up a Preparatory Committee to carry on the work of the Conference held at Lisbon in 1930 with regard to the unification of the buoyage of coasts. The Preparatory Committee, which met in London from July 17th to 22nd, 1933, drew up a report, to which was attached a draft agreement and rules regarding a uniform system of buoyage.¹

At its eighteenth session, the Advisory and Technical Committee examined the results of the Preparatory Committee's work and, considering that this work had brought about the possibility of an agreement on the subject among a large number of countries, it decided to submit the draft agreement to the appreciation of the Governments which had been invited to the Lisbon Conference. In response to this decision, the Secretary-General of the League of Nations forwarded the above-mentioned documentation to the Governments in question. The following States have transmitted their observations on the report: Union of South Africa, United States of America, Australia, United Kingdom of Great Britain and Northern Ireland, Bulgaria, Canada, Chile, China, Denmark, Free City of Danzig, Egypt, Spain, Estonia, Finland, France, Irish Free State, Iceland, Italy, Japan, Latvia, Lithuania, Monaco, Norway, Netherlands, Poland, Roumania, Sweden, Union of Soviet Socialist Republics, Yugoslavia. A summary of these observations will be found below.

UNION OF SOUTH AFRICA.

In a letter dated October 15th, 1934, the Government of the Union stated that, as buoyage on the South African coasts was practically negligible, the Union Government had no observations to offer on the matter.

In regard to the question whether the Union Government would be prepared to conclude with other Governments an agreement for the unification of buoyage based upon the draft agreement and rules drawn up by the Preparatory Committee, the Union Government would prefer to defer its decision until the leading maritime Powers have definitely decided on the advisability or otherwise of adopting the scheme, as they are far more concerned in this matter than the Union Government, for the reasons indicated above.

AUSTRALIA.

I.—In a telegram dated September 22nd, 1934, the Australian Government stated that the draft agreement and rules were under reference with the States with whom compliance with the agreement principally rested. Meanwhile, the Australian Government had no observations to offer.

II.—LETTER FROM THE SECRETARY OF THE INTERTATE CONFERENCE OF AUSTRALIAN HARBOUR AUTHORITIES, MELBOURNE, DATED NOVEMBER 23RD, 1935, TO THE CHAIRMAN OF THE PREPARATORY COMMITTEE ON THE UNIFICATION OF BUOYAGE RULES.

At the seventh Inter-State Conference of Australian Harbour Authorities, held at Melbourne on the 31st ultimo, at which representatives of the Commonwealth and every State in the Commonwealth were present, consideration was given to the adoption of a uniform system of buoyage throughout Australia and the following resolution was carried :

“ That this Conference reaffirms its previous resolution that no further action be taken in this matter pending the receipt of the system proposed by the International Conference.”

To enable delegates to the Conference to give consideration to the matter, particulars respecting the practices in each port in Australia were collated and a comparison made with the proposals contained in your report (document C.465.M.238.1933.VIII). Opinions expressed by delegates were generally in favour of a uniform system of buoyage, but from the terms of the resolution you will note that it was considered inadvisable to proceed any further at present, in view of the prospects of obtaining an international system.

¹ Documents C.465.M.238.1933.VIII and Appendix.

UNITED STATES OF AMERICA.

In a letter dated June 18th, 1934, the Government of the United States of America makes the following statement :

The American Government, though appreciating the opportunity to consider the proposals of the Preparatory Committee, is not prepared to approve the draft Rules nor to conclude with other Governments an agreement for the unification of buoyage based on them, for reasons which appear hereafter.

It will be recalled that the American Government, as set forth in its communication of June 28th, 1933, to the Secretary-General, found it impracticable to be represented at the preparatory meeting of experts at London. In consequence, no representative from the western hemisphere, in which a considerable proportion of the buoyage of the world is located, took part in the work of the Committee.

The draft Rules evolved by the Preparatory Committee appear to ignore the present status of world buoyage, as illustrated on the chart of the world presented by the Canadian delegation to the Lisbon Conference on Buoyage in 1930,¹ and the experience of seamen. The draft Rules call for a reversal of a considerable portion of the characteristics of much the greater part of the buoyage of the world. A number of countries, particularly of the American continent and along the western Pacific, with either large buoyage systems or extensive coast-lines, are now using buoyage systems almost diametrically opposed to that proposed by the draft Rules. To modify the present systems, which have been maintained with marked consistency in most of the areas referred to, in order to make them conform to the draft Rules, would involve considerable confusion and more expense than the merits of the new system would seem to warrant. For example, adoption of the draft Rules would require, along most of the coast-line of the American continents, a reversal of the colour of buoys and painted beacons; a reversal of the colour of buoy and beacon, channel and entrance lights; a reversal of the numbering of aids to navigation; the introduction for a number of these countries of the use of spherical buoys (the most costly shape to build); a change in the system of marking dangers, middle grounds and wrecks; and the introduction of a shape distinction for the more expensive types of buoys. In addition to the direct heavy expense of such a programme and the increased cost of maintenance, it is estimated by responsible authorities that the resulting cost of changes that would be entailed in charts and nautical publications for the United States alone would be nearly \$500,000, including the costs to shipowners of replacing charts rendered useless. Though fully cognisant that unification of buoyage will involve expense, the American Government is of the opinion that it can be achieved equally effectively and at less cost and less chart change for nearly all countries than would be necessitated by the draft Rules, the latter appearing to entail practically the maximum of expense and change for the countries of the American continents, as well as for certain other countries.

From the technical standpoint, the draft Rules appear to be based primarily on certain theoretical grounds with respect to the requirements of an incoming vessel. When consideration is given to the extent of the existing buoyage systems developed during more than one hundred years and the extent to which mariners are accustomed to these systems, the comparatively minor theoretical advantages claimed for having a red buoy on one side or on the other side do not seem to form a sufficient ground for the great disturbance in world buoyage and the large expense to many countries which would be entailed by the adoption of the draft Rules, particularly in the absence of any apparent demand from seamen for such action.

Moreover, the draft Rules do not appear sufficiently to recognise that ships must pass through nearly all channels in both directions. As a great variety of situations arise in navigation along the coasts, due to visibility, currents, inside and outside entrances to channels, etc., the entrance to a channel from the sea should not, in the opinion of the American Government, be given the controlling weight which the draft Rules ascribe to it.

The International Marine Conference, held at Washington in 1889, adopted unanimously a report proposing that "buoys defining the starboard hand shall be painted a single red colour. Buoys defining the port hand shall be painted a single black colour, or a parti-colour." A general agreement on this subject was reached among the twenty-eight maritime countries, well distributed throughout the world, which were represented at this Conference. Although this Conference did not call for the formal adoption of its findings, its proposal for the allocation of the colour red was followed in whole or in large part by practically all of the countries represented which were interested in lateral buoyage. At the present time, a considerable degree of uniformity has been reached, it being this Government's understanding that 75 % of the total number of maritime nations, dominions and important political units in the maritime world are following this proposal of the Washington Conference, while half of the remainder use mainly the cardinal system. This is shown graphically on the map already referred to. Estimated by the total number of buoy stations in the world, the percentage of red buoys on the right-hand side is even higher. As to this most obvious feature in buoyage

¹ Document C.163.M.58.1931.VIII, page 65 and map.

systems, the colours of the side channel buoys, a very considerable degree of uniformity now exists throughout the world, and in all of the continents, including Europe, North America and South America.

The Washington Conference was held before the day of lighted buoys, and therefore took no action on this subject. However, for a considerable proportion of the world's buoyage the red light now is also placed to the right, with the red buoy. While there is a region on the continent of Europe, including a number of countries, where the reverse holds true—*i.e.*, the red light is placed on the port side—this is the only important discordance now existing in world buoyage. The American Government believes that the most simple and inexpensive road to uniformity lies in changing the red lights of these coasts to the starboard side, as was unanimously recommended by the Technical Committee for Buoyage at Genoa in 1929, following a visit to North America by a group of leading European lighthouse experts to examine the systems in use there.

However, it is noted that the draft Rules now propose to reverse the action of the Washington International Marine Conference of 1889, as well as the recommendation of the Genoa Technical Committee, both of which, as has been mentioned above, placed the colour red to the starboard side for the entering vessel.

The large degree of uniformity now existing in the world is shown by the comparatively small amount of change that would actually be necessary to bring about substantially complete uniformity. This would appear possible of realisation through a group of European countries placing the red lights on their red buoys, another group of a few countries replacing the red buoys on the right where until recently they had them, and a few countries now in partial conformity systematising the remainder of their buoyage as to colour.

The report of the London Preparatory Committee gives no reasons for the proposed reversal of the position of the colour red, nor for disregarding the recommendations in this respect of the Genoa Technical Committee. This is the principal point under discussion and is one which directly affects the present buoyage for a large proportion of the coasts of the world. The expense, and the departure from present practice and custom as to navigational aids, that would be caused by the proposal in the draft Rules, have been stated above. Notwithstanding these conditions, there appears to be some assumption that the procedure should be for the world to seek out and adopt a theoretically perfect system of buoyage, without regard to the cost or inconvenience that would be caused. All previous discussions have been on the basis of following the preponderance of existing practice so far as it has been found to be satisfactory to the mariner.

Because of this importance attributed to the allocation of the colour red, it is necessary to consider all technical and navigational aspects of the problem that have been brought forward. The authorised combination of red lights on one side and green lights on the other is often overlooked in these discussions. This will be reverted to, but, for the moment, consideration will be confined to the use only of red and white lights to distinguish the sides in lateral buoyage. The United States Government does not consider that it is necessary to have a white light on the right-hand side to enable vessels to direct their course to that side, as it would appear that the red light serves the purpose equally well or better, in view of the fact that it is a more distinctive colour than white and less liable to be confused with other white lights near port entrances. Moreover, under some seeing conditions the red light can be more readily picked up than the white. The principal danger to the incoming ship is the right-hand limit of the entrance or channel, to which side the vessel must keep.

The question of whether red or white is used for the colour of this light has no general bearing on the risk of collision, as during many years there have been no occurrences, to the knowledge of the United States Government, to support the contentions of collision danger that are made. The collision danger, alleged in this connection, seems not to be substantiated in the experience of seamen, mainly because there appears to be no confusion between ships' lights and buoy lights.

With the combination red and white, it is believed the white light with its greater range should preferably mark the left side of the entrance, as that is the more distant side. By this arrangement also the width of the entrance fairway is better defined for the information of the mariner. The navigator should properly have the more distinctive colour, red, on the nearer side which he must approach, and the more powerful light, white, on the farther side. It is understood that navigators who are familiar with this arrangement prefer it and object to a change. Only the first lateral light is concerned in this problem, and a red light in this position can readily be given increased power, if desirable; however, generally this is not necessary, as, leading to important entrances, there usually are principal approach lights, lighthouses or lightships, ordinarily equipped with white lights of long range, and also radiobeacons.

Much of the discussion appears to envisage a combination only of a red light and a white light to mark the opposite sides, and overlooks the fact that a number of harbour and channel entrances in the world, in various countries, are now marked with a red light on one side and a green light on the other side. The green light, with equal illuminant, has slightly less range than the red light; therefore the arguments advanced on behalf of the light with greater range

being placed to the right fail in the locations where the combination of green and red lights is used. An attempt to build a world system, using green for side channel lights, on an original basic system which used green lights only for marking wrecks, seems to have given rise to confusion in this respect.

For any authority which has local preference for the white light to the right, or local objection to using the red light to the right, the situation can readily be met without reversing the position of red, by using the combination white light to the right and green light to the left; the combination of these two colours is provided for in the various proposals and has been shown to be efficient and popular with navigators.

The red light is not assigned the rôle of a danger signal in any of the proposals for buoyage, and it should not be. In buoyage it is not regarded as a signal of danger, in any special sense. The three light colours used in buoyage are all used to indicate dangers as circumstances require. For example, in the draft Rules, one of the uses of colour to indicate danger is the proposal to use green lights for wrecks. There is a marked tendency toward increased use of green lights in lateral buoyage, and theoretically red and green lights on buoys may be equally indicative of danger. It is neither possible nor desirable to ascribe to the colours of lights on aids to navigation the meanings which coloured lights have acquired in land or air transport. In none of the proposals is there provision that a red light is to be either avoided or approached; the same principles in this respect apply to the use of the three colours for lights: they may all warn of dangers according to their use. It is evident that, in any system of light colours on buoys, the navigator must on occasion approach the red light, and navigate his vessel on the side of the channel marked by red lights and red buoys.

A plan of having the red buoy on the same side as the red light of the entering vessel might well have been adopted a hundred years ago when buoyage systems were being developed, but it was not. The point seems to have no practical significance at the present time, for the mariner can just as readily fix in his mind that the positions of red on buoy and ship are in accord when he is going out, as when he is coming in. Within the experience of the largest buoyage systems in the world, it is believed that no seaman has ever considered this matter of sufficient significance to comment upon it. It is fortunate that there is no confusion between ships' lights and buoy lights, and that it is immaterial, from the practical navigational viewpoint, to which side the colour red is allocated, as otherwise it would be impossible to evolve a satisfactory buoyage system. All the relations of ships' lights and buoy lights must be reversed on every voyage, when the ship turns around and goes out to sea. The actual differences between the requirements of the incoming and the outgoing vessel are so immaterial that a system that would be actually dangerous to the former would be nearly equally dangerous to the latter.

After a detailed examination of the reasons on which the draft Rules appear to be based, this Government is of the opinion that they are not adequately supported either theoretically or by the experience of navigators. Whatever weight they may have would not appear sufficient to overcome the objections on account of expense and departure from the tried and simple systems to which mariners are accustomed. No vital principle of good seamanship or of the science of navigation is involved in the problem of the side to which the colour red is allocated.

In support of the above statements, the following official information is submitted. The Panama Canal is marked at both entrances with red buoys and red lights on the right-hand side for incoming vessels. In seventeen years, 65,000 vessels of thirty-three different countries passed through the canal, and the responsible authorities state that no difficulties have been experienced through having red lights on the starboard hand and that no comment has been made regarding this position of the red light. In the official reports, extending over at least fifty years, of vessel accidents in the waters of the United States, there is no record of an accident attributable to the location of red lights on buoys on the starboard hand for the entering vessel. In the United States, red buoys have uniformly been placed on the starboard side for eighty-three years, and red lights for forty-four years, constituting probably the most thorough test ever made in the world of a traffic signal system. There is on record no instance of any confusion or accident due to this position of the red light and buoy, or of any unfavourable comment on it. The steamship owners' associations and mariners' organisations and navigators individually of the United States have uniformly opposed a change with respect to the basic feature of the allocation of the colour red to the right.

Among the technical features of the draft Rules, other than that of allocating the colour red, which present difficulties is the provision that wrecks shall be marked by green intermittent lights on either side of the channel, and therefore, on occasion, on the red side of the channel. For example, the draft Rules propose that a triple-flash green light shall signify a wreck to be left to starboard, a double-flash green light a wreck to be left to port, an occulting green light a wreck to be passed on either side, and a green light of any character differing from the above shall mark the starboard side in the lateral system. Considering the uncertainties in flashing mechanisms, the effect of the rolling of buoys on the appearance of flashes, and the extremely

unfavourable seeing conditions under which navigators must at times proceed, the American Government regards the foregoing complicated use of green lights for purposes diametrically opposite to each other, and conflicting with the use of green lights in the lateral system, as unsuitable for a buoyage system and liable to result in disaster.

Also the draft Rules do not appear to offer an adequate system at night for distinguishing between buoys marking the sides of channels, middle grounds, isolated dangers and mid-channel buoys. Also the draft Rules provide no shape distinction for middle-ground buoys indicating a choice between the two channels, although providing a colour distinction for this purpose.

The draft Rules propose that even numbers shall be assigned to the left-hand side of the channel, although this is not the present practice of any country. No nautical principle is believed to be involved in the question of the allocation of even and odd numbers to one side or the other of a channel, and this Government has no knowledge of a desire on the part of seamen for a reversal in this respect of the system uniformly in use by all countries of the world which follow a system. The question is in itself a minor one, which could readily be decided either way on technical grounds. But, in practice, such a change as is called for in the draft Rules would involve considerable difficulty and expense both as to the marks themselves and as to the charts and publications on which they are represented, and stated advantages of which would appear insufficient to justify the expense and confusion that it would cause, and the departure from the system to which mariners are accustomed.

It should be pointed out that the draft Rules propose a buoyage and lighting system which as a whole has not been tried out in practice and, as to a number of details, is experimental. They also, in the opinion of this Government, depart widely from the degree of simplicity which is so desirable in a plan for aids to navigation, considering the difficult conditions under which navigators are on occasion required to work. The draft Rules appear to be more complex than any system that has heretofore been used for buoyage, and it is to be doubted whether countries and mariners would carry out so complicated a system.

These are additional grounds for proceeding cautiously in the development of a system of aids to navigation, and for basing it on actual trial and the experience of mariners, rather than undertaking to build up a new and theoretical system, without regard for existing progress in the direction of uniformity of buoyage. It is obvious that countries which now have uniformity of buoyage, on a plan found by seamen to be safe and satisfactory, will encounter serious difficulties should they attempt to bring about acceptance of a radically different and untried system, without adequate impelling reasons, and that these difficulties will be great in proportion to the extent and importance of the systems which the countries maintain, and the consistency with which they have adhered to them.

Whatever changes in sentiment may have occurred since the time of the Lisbon Conference, there is no evidence that a reversal of the Genoa Committee report, as now proposed in the draft Rules, is likely to be accepted with any degree of unanimity, or by countries controlling the greater part of the buoyage of the world. Should such be the case, the draft Rules will not approach the end sought—namely, world uniformity of buoyage. Indeed it is possible that they may have the opposite effect, by consolidating fundamentally opposite systems. There is, at the present time, a considerable degree of uniformity of buoyage in the world, and it is possible that a situation might be brought about where there would be less uniformity than there is to-day, and where, in different areas of the world and around the borders of the great oceans, there might result a lack of system and a situation materially less satisfactory than exists at the present time.

In the final paragraph of its report, the Preparatory Committee seems to have envisaged the possibility that, failing general agreement on the basis of the draft Rules, regional conformity might be obtainable. The American Government would be unwilling to concede as yet that substantial world uniformity of lateral buoyage be abandoned in favour of conflicting systems of regional uniformity to which objections are obvious, though, as to cardinal buoyage, the American Government feels that such system or systems as may be used should be a matter for agreement between the countries concerned. The cardinal buoyage system recommended by the Preparatory Committee is not particularly applicable to the coasts of this country and it is doubtful whether the United States would make use of cardinal marking in view of the advantages of adhering to a single simple uniform system. It is felt that the recommended cardinal system is at present of principal interest to a region of Northern Europe and it is understood there has been no tendency to extend the principles of cardinal buoyage outside of this region.

The Government of the United States has taken an active part in previous efforts toward uniformity of lateral buoyage, in view of the great extent of its system of buoyage and coast and channel lighting. In pursuance of this Government's desire to be of all possible assistance in establishing world uniformity of lateral buoyage, there is transmitted herewith a draft system of international uniform buoyage (see Appendices I, II and III), which appeals to this Government as being readily susceptible of adoption by all States concerned. The authorities of this Government were unable to complete the preparation of this draft system in time for the meeting of the Preparatory Committee in London.

Appendix I.

DRAFT OF A UNIFORM INTERNATIONAL SYSTEM OF BUOYAGE.

Based on the present state of world buoyage, and adhering to the recommendations of the International Marine Conference of 1889 at Washington, and of the League of Nations Technical Committee of 1929 at Genoa.

Buoy Colours and Shapes.

Lateral channel buoys ; red, conical, to the right ; black, cylindrical, to the left.

Middle-ground buoys, where the main channel is to the right or the channels are of equal importance, cylindrical shape, black and red, or black and white horizontal bands, with top band black ; where the main channel is to the left, conical shape, red and black, or red and white horizontal bands, with top band red.

Obstruction or isolated danger buoys ; black and red horizontal bands, shape cylindrical or conical ; if distinctive shape is desired, spherical may be used. If desired, there may be a narrow white band, not at the top of the buoy.

Fairway (mid-channel) buoys ; black and white vertical stripes.

Quarantine buoys ; yellow.

Anchorage buoys ; white.

Buoy Numbers.

If used for lateral buoys ; even numbers to the right, odd numbers to the left, increasing from seaward.

Buoy Lights.

Lateral buoys ; ordinary flashing or intermittent lights, or fixed lights where necessary, colour of lights, red or white to the right, white or green to the left. When white lights are used on both sides, an even number of flashes to the right, an odd number to the left.

Middle-ground and obstruction buoys ; lights generally white if to be passed on either side, and otherwise red or green as appropriate to the preferred side for passing ; if distinctive type of light is desired, a quick flashing light may be used.

Fairway (mid-channel) buoys ; lights usually white ; if distinctive type of light is desired, alternate short and long flashes may be used.

Wrecks.

Wrecks are to be marked to show the side on which they are to be passed, by the buoy colour and shape distinctions, and by the light colours, of the lateral system, or by other characteristics not likely to be confused with that system ; if distinctive type of flash is desired, an interrupted quick flashing light may be used. Upper half of buoy body green (optional).

Notes.

Channel sides are defined with reference to a vessel entering from seaward.

These characteristics apply also to minor fixed aids of similar purpose, so far as feasible. They do not, in general, apply to lightships or principal lighthouses.

Shape distinctions are desirable for all buoys but they may be omitted or deferred where not considered practicable for particular types of buoys, such as spar buoys and lighted, bell, and whistle buoys, or the shape distinctions may be indicated by topmarks with shape and colour as prescribed for buoys on the corresponding positions.

Deviations, or further distinctions, are allowed, where necessary, provided they are not likely to be confused with these characteristics, and do not conflict with the general principles of the allocation of characteristic colours, shapes, etc.

Cardinal System.

As agreed upon by the countries concerned, and not conflicting with the lateral system.

Appendix II.

MEMORANDUM ON A DRAFT UNIFORM INTERNATIONAL SYSTEM OF BUOYAGE.

The draft system of uniform buoyage as set forth in the Appendix I is based on a measure of unification of proven acceptability to the mariner which has long been consistently maintained and now exists in the major portion of the territorial waters of the countries of the world.

In its preparation, the following considerations were weighed :

- A system nautically and technically correct and proven to be satisfactory to the mariner ;
- A system already in extensive use, in part or in whole, throughout the world ;
- The use as to colour, location, etc., of the system to which seamen are now most accustomed, and which has been the most thoroughly tested ;
- The least disturbance of existing systems of buoyage, and the least expense in changes required, both to Governments and to shipowners ;
- The minimum of changes in charts and nautical publications ;
- Simplicity, with a minimum requirement for the recognition by seamen of various and complicated characteristics ;
- Distinctiveness of characteristics, with the avoidance of likelihood of confusion ;
- Flexibility, with allowance for meeting local conditions, within reasonable limitations.

It is believed that the system as outlined would require no change from the present practice for considerably more than half of the buoyage and coast lighting of the world, and appreciably less change for all but a very few countries in the Mediterranean area, than would be necessitated by the adoption of the draft Rules of the London Preparatory Committee. Moreover, so far as concerns the uniformity of buoyage now existing in North and South America, and largely in Asia and Australia, no change would be necessary under this draft system. On the other hand, according to statistics presented at the Lisbon Conference, the draft Rules of the London Preparatory Committee, if adopted, would require ten times more change

than would be necessitated under this system. Moreover, this system offers, for optional consideration, important possibilities in the way of technical advance in buoyage, through indicating the rôles of buoys at night by simple and unmistakable flash characteristics, as they are now distinguished by day through colour and shape distinctions. This use of flash characteristics for buoys at night is at present under extensive test in the United States, with satisfactory results.

It is believed that this system is in accord with the decisions of the Washington International Marine Conference of 1889, and in accord with the report of the Technical Committee for Buoyage and Lighting of Coasts at Genoa in 1929, which were both widely representative of the maritime nations of the world. The above Technical Committee, representing ten maritime countries, unanimously adopted at Genoa a report which stated that "the Committee is convinced that the proposals contained in its report now constitute a satisfactory basis for unification of maritime signals". The most important of these proposals recommended by this Committee at Genoa, and the one which received the most careful consideration, was one for retaining the use of the colour red, both for buoys and lights, on the right-hand side of the entering vessel. The printed record of the Lisbon Conference of 1930 shows that the representatives of substantially all the countries of continental Europe concerned in lateral buoyage stated that they were prepared to accept at that time the recommendation of the Genoa Committee. This draft system also agrees substantially with the plan presented by the Japanese representatives at the London Preparatory Committee meeting in July 1933.

Appendix III.

PROPOSAL FOR A UNIFORM INTERNATIONAL SYSTEM OF BUOYAGE.

Based on the Present State of World Buoyage, and adhering to the Recommendations of the International Marine Conference of 1889 at Washington, and of the League of Nations Technical Committee of 1929 at Genoa.

LATERAL CHANNEL BUOYS.

Left side of channel, entering.



Lights, white or green, ordinary flashing or occulting. Odd numbers, if any.

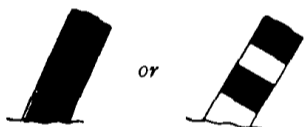
Right side.



Lights, red or white, ordinary flashing or occulting. Even numbers, if any.

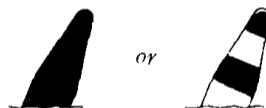
MIDDLE-GROUND OR BIFURCATION BUOYS.

Alternative.



Main channel to the right. Lights, green or white, quick flashing (optional).

Alternative.



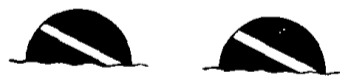
Main channel to the left. Lights, red or white, quick flashing (optional).

OBSTRUCTION OR ISOLATED 'DANGER BUOYS.



Lights, white, red or green, quick flashing (optional).

Alternative.



FAIRWAY OR MID-CHANNEL BUOYS.



Lights, white (usually). Short-long flash (optional).

WRECK BUOYS.

Shape and colour to indicate side on which to pass; upper half green (optional).
Lights, interrupted quick flash (optional), light colour to indicate side on which to pass.

CARDINAL SYSTEM.

As agreed upon by the countries concerned, and not conflicting with the lateral system.

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND.

In a letter of August 26th, 1935, the United Kingdom Government transmitted its suggested amendments to the draft rules with explanatory notes (see memorandum below).

His Majesty's Government are strongly of the opinion that diagrams illustrating standard shapes for the marks and topmarks mentioned in the rules should be attached to the rules in their definitive form, so as to prevent misunderstanding of the meaning of the terms used and ensure a reasonable degree of uniformity of shape and colouring. Rigid adherence to the illustrations would not be expected, but substantial conformity should be aimed at. His Majesty's Government suggest that, as, in their opinion, the diagrams attached to the draft rules drawn up by the Preparatory Committee are not entirely suitable for the purpose in view, a small sub-committee should be appointed by the League of Nations to settle the form of these diagrams.

It is suggested that Trinity House types for the lateral system of buoyage might, in the first place, be considered. They would, however, have to be supplemented by others, in order to cover all the marks referred to in the rules. If desired, a set of diagrams would be prepared by Trinity House and forwarded for consideration.

MEMORANDUM ON THE DRAFT RULES CONCERNING A UNIFORM SYSTEM OF BUOYAGE DRAWN UP BY THE PREPARATORY COMMITTEE.

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p>CHAPTER I.—GENERAL.</p> <p><i>Article 1.—Definitions.</i></p> <p><i>Article 2.—Buoyage Systems.</i> There are two principal systems of buoyage, the lateral and the cardinal : The <i>lateral</i> system is generally used for well-defined channels ; buoyage-marks indicate the position of dangers in relation to the route to be followed by mariners in their vicinity. The <i>cardinal</i> system is generally used to indicate dangers where the coast is flanked by numerous islands, rocks and shoals, as well as to indicate dangers in the open sea.</p> <p><i>Article 3.—Use of Systems.</i></p> <p><i>Article 4.—Principal Types of Marks.</i> The principal types of marks employed in the lateral and cardinal systems are : conical, can, spherical, spindle, ogival, spar.</p> <p><i>Article 5.—Characteristic Shapes of Marks.</i> The characteristics of the principal types of marks are shown either by the shape of the upper part of the body of the mark or by the shape of a superstructure secured to the mark.</p>	<p>Nil.</p> <p>Add at the end : " In this system, the bearing (true) of the mark from the danger is indicated to the nearest cardinal point".</p> <p>Nil.</p> <p>Substitute the following article and transfer it to the commencement of "Chapter II.—Lateral System" :</p> <p>" <i>Article 5. — Principal Types of Marks.</i> " The principal types of marks employed in the lateral system are : conical, can, spherical and spar (which latter includes the spindle type—<i>i.e.</i>, a tapered spar)".</p> <p>Insert the word "floating" between the words "of" and "marks", and add the following sentence at the end of the article :</p> <p>" The characteristics of the principal types of fixed marks are shown either by the shape of the body of the</p>	<p>Nil.</p> <p>The proposed addition will make the nature of the cardinal system much clearer to those who have no knowledge of it. To a slight extent, it duplicates information given in the first paragraph of Article 16, but it is not thought that objection need be taken to this.</p> <p>Nil.</p> <p>See also Article 13. It is considered preferable to describe the principal types of marks separately under each of the two systems instead of in one general article. In the lateral system, it appears to be unnecessary to distinguish between the spindle type and the spar type of mark, and, in the interests of simplicity, it is therefore proposed to include spindles under the head of spars.</p> <p>By Article 1, beacons and other fixed marks will be covered by the Rules, but Article 5, as drafted by the London Committee, does not fully take account of this fact.</p>

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p>CHAPTER II.—LATERAL SYSTEM.</p> <p><i>Article 6.—Position of Marks.</i></p> <p>.</p> <p><i>Article 7.—Shapes of Topmarks.</i></p> <p>The principal shapes of topmarks have the appearance of :</p> <p>A cone, A cylinder, A sphere.</p> <p>Other shapes have the appearance of :</p> <p>A diamond, A St. George's cross, A " T ".</p> <p><i>Article 8.—Marking of Sides of Channels.</i></p> <p>Marks on the two sides of a channel are characterised as follows :</p> <p>(a) <i>Starboard-hand marks :</i></p> <p>Shape or type : Cone, spindle, or spar. Colour : Black, or, for purposes of differentiation, black and white chequers ; or, for spars, for purposes of differentiation or visibility, black with the upper part white. Topmark (if any) : A cone point upwards, coloured black.</p> <p>(b) <i>Port-hand marks :</i></p> <p>Shape or type : Can, spindle, or spar. Colour : Red, or, for purposes of differentiation, red and white chequers, except in the case of spars. Topmark (if any) : A cylinder coloured red.</p> <p>N.B. — On spars, a broom in the form of a cone point downwards may be used as a topmark instead of a cylinder, but a topmark on the starboard hand shall have the appearance of a cone point upwards.</p> <p>For purposes of differentiating topmarks, the use of a diamond for starboard-hand marks and a " T " for port hand marks is allowed, provided that these alternative topmarks are not used at the entrance of a channel.</p> <p>The use of yellow instead of white in the chequers is permitted in secondary channels (channels which are alternative to main channels).</p> <p><i>Article 9.—Numbering or Lettering.</i></p> <p>.</p>	<p>mark or by the shape of a topmark surmounting the mark."</p> <p>Nil.</p> <p>Substitute the following : " The shapes of topmarks for which definite provision is made in these Rules are : " A cone, " A can, " A sphere, " A diamond, " A St. George's cross, " A ' T ' . "</p> <p>Substitute the following : " Marks on the two sides of a channel are characterised as follows : " (a) <i>Starboard-hand marks :</i> " Shape or type : Conical or spar. " Colour : Black, or, in the case of conical marks for purposes of differentiation, black and white chequers ;¹ in the case of spars, for purposes of differentiation or visibility, black with the upper part white. " Topmark (if any) : Cone, point upwards, coloured black, or, for purposes of differentiation, a diamond, except at the entrance of a channel. " On spars, a broom in the form of a cone point upwards may be used. " (b) <i>Port-hand marks :</i> " Shape or type : Can or spar. " Colour : Red, or, in the case of can-shaped marks, for purposes of differentiation, red and white chequers.¹ " Topmark (if any) : Can, coloured red, or, for purposes of differentiation, a ' T ' , except at the entrance of a channel. On spars, a broom in the form of a cone point downwards may be used."</p> <p>Nil.</p>	<p>If the preceding article is transferred to Chapter II, as proposed, this article should be renumbered " 4 ".</p> <p>Nil.</p> <p>The article in its revised form in column (2) sets out all the shapes of topmarks which are definitely authorised or required by the Rules, whilst at the same time indicating that the use of other forms of topmark is not prohibited in special cases.</p> <p>The references to the spindle type of mark have been omitted (see Article 4, second paragraph of Remarks), and the whole article has been re-drafted with a view to greater clarity. No alteration has been made in any of its provisions, except as regards the spindle shape.</p> <p>Nil.</p>
	<p>¹ The use of yellow instead of white in the chequers is permitted in secondary channels (channels which are alternatives to main channels).</p>	

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)									
<p><i>Article 10.—Lighted Marks.</i></p> <p>Lights on marks on the two sides of a channel are differentiated by colour or by rhythm where preferred or by a combination of both colour and rhythm—viz. :</p> <p>(a) Starboard-hand lights : White lights showing one or three flashes or occultations ; green lights of a character not allocated to the marking of wrecks (see Article 23) ; or both white lights and green lights with the above characteristics.</p> <p>(b) Port-hand lights : Red lights showing any number of flashes or occultations up to four ; white lights showing two or four flashes or occultations ; or both red lights and white lights with the above characteristics.</p> <p><i>Article 11.—Middle-Ground or Bifurcation or Junction Marks.</i></p> <p>Marks at the ends of middle grounds have the following characteristics :</p> <p>Shape or type : Spherical, spindle, or spar.</p> <p>Colour : Red and white horizontal bands where the main channel is to the <i>right</i> or the channels are of <i>equal importance</i> ; black and white horizontal bands where the main channel is to the <i>left</i>.</p> <p>Topmarks (if any) :</p> <p>(a) Main channel to the <i>right</i> :</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Outer end, a cylinder</td> <td rowspan="2">} Painted red</td> </tr> <tr> <td>Inner end, a "T"</td> </tr> </table> <p>(b) Main channel to the <i>left</i> :</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Outer end, a cone point upwards</td> <td rowspan="2">} Painted black</td> </tr> <tr> <td>Inner end, a diamond (two cones base to base)</td> </tr> </table> <p>(c) Channels of <i>equal importance</i> :</p> <table border="0" style="margin-left: 20px;"> <tr> <td>Outer end, a sphere</td> <td rowspan="2">} Painted red</td> </tr> <tr> <td>Inner end, a St. George's cross</td> </tr> </table> <p>N.B.—Where the body of the mark is not spherical, a spherical topmark is placed immediately below the topmarks indicated in (a), (b) and (c), as the case may be.</p> <p><i>Lighted Marks.</i>—The characteristics of lights on these marks shall, as far as possible, be distinctive ; provided that no colours are used other than those prescribed in Article 10 above, and provided also that neither colour nor rhythm, nor combinations of colour and rhythm, shall be such as to lead to uncertainty with regard to the side on which the marks shall be passed.</p> <p>When lights with distinctive characteristics cannot conveniently be adopted, the lights shall conform to the rules prescribed in Article 10 and shall, as far as possible, be differentiated from neighbouring lights.</p>	Outer end, a cylinder	} Painted red	Inner end, a "T"	Outer end, a cone point upwards	} Painted black	Inner end, a diamond (two cones base to base)	Outer end, a sphere	} Painted red	Inner end, a St. George's cross	<p>The words " where preferred " should be transferred from their present position after the word " rhythm " to after the words " colour or ".</p> <p>Under " Shape or type " omit the word " spindle ".</p> <p>Under Topmarks (a), substitute the word " can " for the word " cylinder ".</p>	<p>With regard to the use of single occulting green lights, see Article 23, second paragraph of Remarks.</p> <p>See Article 4, second paragraph of Remarks.</p> <p>This will follow the nomenclature proposed for Article 7.</p>
Outer end, a cylinder	} Painted red										
Inner end, a "T"											
Outer end, a cone point upwards	} Painted black										
Inner end, a diamond (two cones base to base)											
Outer end, a sphere	} Painted red										
Inner end, a St. George's cross											
<p><i>Article 12.—Mid-channel Marks.</i></p>	<p>Nil.</p>	<p>Nil.</p>									

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p>CHAPTER III.—CARDINAL SYSTEM.</p>	<p>Amend to read as follows : “ Article 13.—Principal Types of Marks. “ The principal types of marks employed in the cardinal system are : Conical, cylindrical, ogival, spindle, and spar.”</p>	<p>See Remarks on Article 4 (column (3)).</p>
<p>Article 13.—<i>Shape of the Body of the Mark.</i> If a distinction as to shape is made between the marks, the shape is as follows : Conical, cylindrical, ogival or spindle.</p>		
<p>Article 14.—<i>Shape of Topmarks.</i> </p>	<p>Nil.</p>	<p>Nil.</p>
<p>Article 15.—<i>Characteristic Colours.</i> </p>	<p>Nil.</p>	<p>Nil.</p>
<p>Article 16.—<i>Allocation of Characteristics to the Quadrants.</i> </p>	<p>Nil.</p>	<p>Nil.</p>
<p>CHAPTER IV.—MARKS COMMON TO BOTH SYSTEMS AND OTHER MARKS.</p>	<p>For “ Isolated danger marks . . . spindle, or spar ”, substitute :</p>	<p>The amended form of the article in column (2) will indicate more clearly that a Buoyage or Lighting Authority need not mark any danger with an “ isolated danger mark ” unless they consider this method of marking the most suitable in the circumstances of the case.</p>
<p>Article 17.—<i>Isolated Danger Marks.</i> Isolated danger marks are used where it is desired to mark a danger which can be adequately indicated by a single mark and may be passed on either hand. These marks are as follows : Shape or type : Spherical, spindle, or spar. Colour : Wide black and red horizontal bands separated, if desirable, by a narrow white band. Topmark (if any) : Spherical painted black or red, or half-black and half-red, horizontally. Light (if any) : Rhythmic, either white or red.</p>	<p>“ Where it is desired to use a special mark for a danger which can be adequately indicated by a single mark and which may be passed on either hand, the mark shall be as follows : “ Shape or type : Spherical or spar.” Under “ Topmark ”, substitute the word “ sphere ” for the word “ spherical ”.</p>	<p>This will follow the nomenclature used in Article 7.</p>
<p>Article 18.—<i>Landfall Marks.</i> Landfall marks serve to indicate the seaward approach to a harbour, river or estuary. These marks are as follows : Shape : Optional. Colour : Black and white, or red and white, vertical stripes. Light (if any) : Rhythmic.</p>	<p>Amend the first paragraph to read as follows : “ Landfall marks serving to indicate the seaward approach to a harbour, river, or estuary are as follows : ” Insert after the words “ Shape : Optional ”, the words “ but must not be misleading, having regard to the Rules for channel marking ”.</p>	<p>Nil.</p>
<p>Article 19.—<i>Transition Marks.</i> Buoys indicating the transition between the cardinal and lateral systems are painted with red and white or black and white spiral bands.</p>	<p>Substitute the following for the words after the word “ are ” : “ as follows : “ Shape : Optional, but must not be misleading, having regard to the Rules for channel marking. “ Colour : Either red and white or black and white spiral bands.”</p>	<p>Nil.</p>

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p><i>Article 20.—Quarantine - Ground Marks.</i> Shape : Optional. Colour : Yellow.</p>	<p>Add after " Shape : Optional ", the words " but must not be misleading, having regard to the Rules for channel marking".</p>	<p>Nil.</p>
<p><i>Article 21.—Outfall and Spoil-Ground Marks.</i> Shape : Optional. Colour : Yellow above and black below.</p>	<p>Amend to read as follows : " Shape : Optional, but must not be misleading, having regard to the Rules for channel marking. " Colour : Yellow above and black below. " Light : Optional, but due regard should be paid to character of other lighted marks in the vicinity." Insert the following article between Nos. 21 and 22 : " Areas used for Naval, Military or Air Force Practice Purposes. — Marks indicating the limits of such areas are as follows : " Shape : Optional. " Colour : White with appropriate inscription in red — e.g., ' D.A.' for Danger Area".</p>	<p>Nil.</p> <p>As it is becoming increasingly common for such areas to be marked by buoys, a rule governing their marking is considered desirable.</p>
<p>CHAPTER V.—MARKING OF WRECKS. <i>Article 22.—General Provisions.</i></p>	<p>Nil.</p>	<p>Nil.</p>
<p><i>Characteristics in the Lateral System.</i></p>		
<p><i>Article 23.—Wreck-marking Buoys.¹</i> Colour : Green.</p>	<p>After the words " Colour : Green ", insert the words " (including topmark (if any))". For " Topmark (if any) : Conical " under (a) substitute " Topmark (if any) : Cone."</p>	
<p>(a) If to be passed on the starboard hand :</p>		
<p>Shape or type : Conical, spindle or spar. Topmark (if any) : Conical. Light (if any) : Triple-flashing green.</p>		
<p>(b) If to be passed on the port hand :</p>		
<p>Shape or type : Can, spindle or spar. Topmark (if any) : Can. Light (if any) : Double-flashing green.</p>	<p>Omit the word " spindle " under " Shape or type " in paragraphs (a), (b) and (c).</p>	
<p>If the body of the mark in the cases of (a) and (b) above does not conform to the characteristic shape, the lower part of the mark shall be coloured black or red, as the case may be, but the predominant colour shall be green.</p>		
<p>(c) If to be passed on either hand :</p>		
<p>Shape or type : Spherical spindle or spar. Topmark (if any) : Spherical. Light (if any) : Occulting green, giving equal periods of light and darkness. The duration of each period shall not be less than three seconds.</p>	<p>Under " (c) ", substitute the following paragraph for the paragraph commencing " Light (if any) " : " Light (if any) : Single occulting green."</p>	<p>As regards the omission of the word " spindle ", see Article 4, second paragraph of Remarks. Strong representations have been made by Buoyage and Lighting Authorities in the United Kingdom that it would be preferable to reserve single occulting green lights for wreck-marking and not to use them also for channel-marking, which it is considered might lead to confusion. It is therefore proposed that the character of the occulting green light to be exhibited under (c) should not be restricted to one giving equal periods of light and darkness, to which certain authorities see objection, preferring a character which, in all conditions of weather, etc., will be unmistakably occulting.</p>
<p>¹ When posts fixed in the ground are used to mark wrecks in shallow waters, they conform to the rules.</p>		

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p>Where a wreck which can be passed on either hand is marked by more than one light, the lights may be differentiated by different periods of occultation.</p> <p><i>Article 24.—Wreck-marking Vessels.</i></p> <p>They display green painted shapes :</p> <p>(a) If to be passed on the mariner's <i>starboard hand</i> :</p> <p>Two spheres surmounted by a cone point upwards in a vertical line.</p> <p>(b) If to be passed on the mariner's <i>port hand</i> :</p> <p>A sphere surmounted by a cylinder in a vertical line.</p> <p>(c) If to be passed on <i>either hand</i> :</p> <p>Four spheres disposed vertically by pairs.</p> <p>The shapes are disposed so as to be distinctly visible above the vessel's superstructure.</p> <p>The shapes shall be disposed vertically with a clear space between each shape equal to not less than one and a half times the diameter of the spherical shape.</p> <p>The horizontal distance between the shapes in (c) shall be as great as possible and in no case less than twice the vertical distance between the shapes.</p> <p>Lights : fixed green ; shall correspond in number and arrangement to the shapes mentioned above.</p> <p>Vessels marking wrecks shall not carry the ordinary riding-light carried by a vessel at anchor.</p> <p>Sound signals : On manned wreck-marking vessels during fog, mist, falling snow or heavy rainstorms, a bell, if used, is rung at intervals of not more than thirty seconds, as follows :</p> <p>Three strokes, if the vessel is to be passed on the mariner's <i>starboard hand</i> ;</p> <p>Two strokes, if the vessel is to be passed on the mariner's <i>port hand</i> ;</p> <p>Four strokes, if the vessel can be passed on <i>either hand</i>.</p> <p>N.B. — Should sound signals be given by means other than by a bell, they shall be such as not to be mistaken for neighbouring sound signals.</p>	<p>For the word "light" in the last paragraph, substitute the words "lighted buoy".</p> <p>Add the following footnote to correspond with the footnote to the heading to Article 23 :</p> <p>"Where shapes and/or lights are exhibited from the wreck itself, instead of a floating mark being used, the colour green shall be employed and the shapes and/or lights shall not conflict with the Rules laid down in this article."</p>	<p>It appears desirable to make provision for the case of shapes and lights being exhibited from the wreck itself, as this form of marking may sometimes, particularly in narrow waters, be the only practicable one.</p>
<p><i>Characteristics in the Cardinal System.</i></p> <p><i>Article 25.—Wreck-marking Buoys.</i></p> <p>Wreck marks are only placed in the eastern and western quadrants and have the following characteristics :</p> <p><i>Eastern quadrant :</i></p> <p>Shape or type : Conical, ogival, or spar.</p> <p>Topmark (if any) : Two cones base to base.</p> <p>Colour : Green.</p> <p>Light (if any) : Green, interrupted flashing, giving a succession of rapid flashes, at a rate of at least forty per minute for a given period, followed by a given period of darkness.</p>	<p>Add the following note :</p> <p>"Where the shape of the mark used is conical, cylindrical spindle or spar, topmarks are compulsory in order to distinguish the wreck-marking buoys of the cardinal system from the wreck-marking buoys of the lateral system."</p>	<p>The suggested proviso appears to be necessary in order to prevent possible confusion.</p>

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p><i>Western quadrant :</i></p> <p>Shape or type : Cylindrical, spindle, or spar.</p> <p>Topmark (if any) : Two cones point to point.</p> <p>Colours : Green.</p> <p>Light (if any) : Green flashing, at a rate of at least forty flashes per minute.</p> <p align="center">CHAPTER VI.—MISCELLANEOUS PROVISIONS.</p> <p><i>Article 26.—Undefined Marks.</i></p> <p>Marks whose purpose is not defined in these rules are coloured in such a way as not to lead to confusion with marks whose purpose is defined in these Rules. The characteristics of bell and whistle buoys have, if practicable, the appropriate characteristics laid down in these Rules.</p> <p>Certain fixed marks indicating, for instance, the direction to be followed by a mariner may be provided with characteristics which allow them to be distinguished clearly from floating marks.</p> <p><i>Article 27.—Fixed Lights.</i></p> <p>The use of fixed lights on marks should be avoided wherever practicable, except in the case of wreck-marking vessels, where the lights should conform with the provisions of Article 24.</p> <p><i>Article 28. — Harbour Lights.</i></p> <p>In the case of lights placed on permanent works at the entrance of harbours, whose principal purpose is to mark the sides of a channel, the colour and rhythm should, as far as possible, be in accordance with the provisions of Article 10.</p> <p><i>Article 29.—Coloured Sector Lights and Leading Lights.</i></p> <p>Where practicable, coloured sector lights shall be in accordance with the provisions of Article 10. Where this is not considered practicable, the colours should preferably be allocated in accordance with a definite rule laid down for a particular region, in order that the sectors may be arranged in the same manner when the conditions of their employment are similar.</p> <p>Where a leading light or lights might be mistaken for a light or lights forming a part of the lateral system, the colour shall be in accordance with the provisions of Article 10.</p> <p><i>Article 30.—Fixed Supports for Lights.</i></p>	<p>Omit the second sentence of the first paragraph and insert the following new paragraph :</p> <p>“ Bell buoys and whistle buoys have, if practicable, the characteristics appropriate to their position in accordance with the foregoing Rules. ”</p> <p>Insert the word “ floating ” between the words “ on ” and “ marks ”.</p> <p>After the words “ a channel ” substitute the following words for the remainder of the article :</p> <p>“ Into the harbour, the general obligation to adopt the characteristics of colour and rhythm which would be in accordance with the provisions of Article 10 need not be considered binding, if, in the opinion of the responsible authority, local conditions render other characteristics of colour and rhythm more desirable. ”</p> <p>Substitute the following for the first paragraph :</p> <p>“ When coloured sectors are used in lights forming part of the lateral system of buoyage, it is desirable, when circumstances permit, that their colours should be in accordance with Article 10. In cases where this is not considered practicable, the colours should preferably be allocated in accordance with a definite rule laid down for a particular region, in order that the sectors may be arranged in the same manner when the circumstances are identical. ”</p> <p align="center">Nil.</p>	<p align="center">Nil.</p> <p>In view of the terms of Article 1, the proposed amendment is necessary in order to make it clear that Article 27 is not intended to apply to fixed lights on shore or on works, such as piers.</p> <p>It is thought that difficulties would arise in the practical interpretation of this article as it appears in column (1). In its amended form in column (2), the general scope of the article remains unaltered and it is made clear that a channel leading into the harbour and not a channel running past the entrance is referred to.</p> <p>The article in column (2) is Article 24 of the British proposals of November 1931. It is considered to be clearer and easier of interpretation than the article drafted by the London Committee.</p> <p align="center">Nil.</p>

Rule drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p><i>Article 31.—Topmarks.</i></p> <p>When a mark or its superstructure, having regard to its position in the system, does not conform to the characteristic shape laid down in the foregoing rules, it shall, as far as possible, be furnished with the appropriate characteristic topmark. Alternatively, an additional mark bearing the appropriate topmark may be used.</p> <p>Topmarks are generally painted with the darkest of the characteristic colours used for the corresponding mark, except in the case of an isolated danger mark. This provision is not obligatory when brooms are employed as topmarks.</p> <p>For purposes of differentiation where there are numerous neighbouring marks, additional topmarks of the same shape may be used on the same mark. The lower cone may be duplicated in the case of topmarks used in the eastern and western quadrants of the cardinal system.</p>	<p>Insert the words "owing to damage or other exceptional circumstances" after the word "When" at the commencement of the article.</p> <p>Substitute the words "pending repair or replacement" for the words "as far as possible" in the first paragraph.</p> <p>Substitute the following for the first sentence of the second paragraph :</p> <p>"Where not otherwise stated in the foregoing Rules, topmarks are painted with the darker of the colours used for the body of the mark."</p> <p>The whole article should come after Article 26, and before Articles 27, 28, 29 and 30.</p>	<p>It is desirable to indicate that, except as provided by Article 2 of the draft agreement, departures from the Rules relating to shape may only be made in quite exceptional cases or in circumstances of temporary difficulty and that the article does not authorise any general use of topmarks as substitutes for the appropriate shape of the body or superstructure of buoys.</p> <p>The form of the Rule regarding the painting of topmarks has been slightly amended.</p>

MEMORANDUM ON THE DRAFT AGREEMENT RELATIVE TO THE UNIFICATION OF BUOYAGE RULES DRAWN UP BY THE PREPARATORY COMMITTEE.¹

Agreement as drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p>DRAFT AGREEMENT RELATIVE TO THE UNIFICATION OF BUOYAGE RULES.</p> <p>The contracting Governments, represented by the undersigned, having decided to unify certain rules relative to buoyage, have agreed on the following provisions :</p> <p><i>Article I.</i></p> <p>In all cases in which the competent authorities in the territories of the contracting Governments communicate to navigators the information or warnings dealt with in the annexed rules, each of those Governments undertakes that only measures in conformity with the provisions of the said rules will be taken by such authorities for the particular purposes in question. The necessary measures to that effect shall be taken before the expiry of a period of ten years from the entry into force of the present Agreement.</p> <p>Every contracting Government that has completed the application of the aforesaid measures in its territory shall notify the Secretary-General of the League of Nations to that effect; a copy of such notification shall be forwarded by the Secretary-General to the other contracting Governments.</p> <p>Each contracting Government shall do everything practicable, due regard being had more especially to the funds at its disposal, to reduce the length of the transitional period between the initiation and completion of the application of the aforesaid measures in its territory.</p>	<p>For the words "communicate to navigators the information or warnings dealt with in the annexed rules", substitute the words "maintain for the benefit of navigators marks or other signals for the purposes mentioned in the annexed rules".</p> <p>Add the following words at the end of the first paragraph : "as regards the territory concerned in accordance with Article 5 or 7 or 9, as the case may be".</p>	<p>The words which it is proposed to alter appear to be based on a similar article in the Agreement concerning Maritime Signals, signed at Lisbon in 1930, but are not appropriate in the present instance.</p> <p>Acceding Governments should be allowed the same period of time as the original signatories (<i>i.e.</i>, a maximum of ten years) to give effect to the Rules.</p>

¹ Document C.465.M.238.1933.VIII.

Agreement as drafted by London Preparatory Committee, July 1933 (1)	Proposed amendment (2)	Remarks (3)
<p align="center"><i>Article 2.</i></p> <p>Departures from the provisions of the annexed rules shall only permitted in virtue of local conditions or exceptional circumstances, and particularly where the adoption of the rules in question might endanger navigation or where the expenditure involved might be out of proportion to the frequency of the traffic.</p> <p>Such departures from the rules should, nevertheless, be as limited as the situation allows, and proper notice of them should be given to mariners.</p> <p>As far as possible, they should not be such as to lead to confusion with the other provisions of the present rules.</p>	<p>For the words " or where the expenditure involved might be out of proportion to the frequency of the traffic " at the end of the first paragraph, substitute the words " or where the expenditure involved would be out of proportion to the nature and amount of the traffic ".</p>	<p>It is felt that the frequency of the traffic is not a satisfactory standard by which to measure marking requirements.</p>
<p align="center"><i>Article 3.</i></p> <p>The present Agreement should not be regarded as in any way modifying the legal situation in the different countries with reference to the relations between the public and the authorities in charge of buoyage.</p>	<p>Add the words " and lighting " at the end of the article.</p>	<p>This addition is desirable, especially in view of the provisions of Articles 28 and 29 of the Buoyage Rules.</p>
<p align="center"><i>Article 4.</i></p> <p>.</p>	<p>Nil.</p>	<p>Nil.</p>
<p align="center"><i>Article 5.</i></p> <p>Governments may accept the present Agreement by signature only, when the latter is not made subject to ratification, or by ratification or accession.</p> <p>The instruments of ratification shall be transmitted to the Secretary-General of the League of Nations, who will notify all the Governments concerned of their receipt.</p> <p>The Agreement shall enter into force on the ninetieth day following its acceptance by five Governments.</p>	<p>For the words " five Governments ", at the end of the article, substitute the words " ten Governments ".</p>	<p>By increasing the number as suggested, a definite measure of success towards the attainment of uniformity will be assured before any buoyage or lighting authority is required to incur expenditure.</p>
<p align="center"><i>Article 6.</i></p> <p>.</p>	<p>Nil.</p>	<p>Nil.</p>
<p align="center"><i>Article 7.</i></p> <p>After the coming into force of the Agreement in accordance with Article 5, each subsequent signature, ratification or accession shall take effect on the ninetieth day from the date of signature, or of the receipt by the Secretary-General of the League of Nations of the instruments of ratification or of the notification of accession.</p>	<p>For the words " After the coming into force of the Agreement in accordance with Article 5, each subsequent signature, ratification ", etc., substitute the following : " When the Agreement has been accepted by five (or ten) Governments as required by Article 5, each subsequent signature (if not subject to ratification), ratification ", etc.</p>	<p>This amendment seems desirable in order to cover the possibility of a State signing or ratifying during the ninety days between acceptance by the fifth Government (or tenth, if the proposed amendment to Article 5 is accepted) and the entry into force of the Agreement.</p>
<p align="center"><i>Article 8.</i></p> <p>.</p>	<p>Nil.</p>	<p>Nil.</p>
<p align="center"><i>Article 9.</i></p> <p>Any contracting Government may, at the time of signature, ratification or accession, declare that, in accepting the present Agreement, it does not assume any obligation in respect of all or any of its colonies, protectorates, or territories under suzerainty or mandate ; and the present Agreement shall not apply to any territories named in such declaration.</p>		

<p align="center">Agreement as drafted by London Preparatory Committee, July 1933 (1)</p>	<p align="center">Proposed amendment (2)</p>	<p align="center">Remarks (3)</p>
<p>Any contracting Government may give notice to the Secretary-General of the League of Nations, at any time subsequently, that it desires that the Agreement shall apply to all or any of the territories which have been made the subject of a declaration under the preceding paragraph, and the Agreement shall apply to all the territories named in such notice ninety days after its receipt by the Secretary-General of the League of Nations.</p> <p>Any contracting Government may declare, either after a period of fifteen years from the date of the notification provided for in the preceding paragraph or at the time of the denunciation provided for in Article 8, that it desires that the present Agreement shall cease to apply to all or any of its colonies, protectorates, or territories under the suzerainty or mandate, and the Agreement shall cease to apply to the territories named in such declaration one year after its receipt by the Secretary-General of the League of Nations. In default of such a declaration, the denunciation of the Convention under Article 8 will not affect the application of the Convention to any territories referred to in the present article.</p>	<p>For the words " either after a period of fifteen years from the date of the notification provided for in the preceding paragraph ", substitute the following words : " either after a period of five years from the date of notification of effect having been given to the Rules in the territories named " .</p>	<p>Presumably the period of fifteen years mentioned in this paragraph was intended to comprise (a) the maximum period of ten years for giving effect to the Rules and (b) the period of five years for which the Rules must be in force before notice of denunciation is given. As, however, (a) is not a fixed but a maximum period, the position will be clarified by the proposed amendment.</p>
<p align="center"><i>Article IO.</i></p> <p align="center">.</p>	<p align="center">Nil.</p>	<p align="center">Nil.</p>
<p align="center"><i>Article II.</i></p> <p align="center">.</p>	<p align="center">Nil.</p>	<p align="center">Nil.</p>
	<p>It is suggested that the following additional articles should be inserted after Article 8 :</p> <p>" (a) <i>Inventions, etc.</i></p> <p>" Nothing in this Agreement shall debar any contracting Government from demanding at any time the revision of the annexed Rules on the ground of technical development in the nature or characteristics of marks, lights or sound signals, the full benefit of which could not be given to shipping under these Rules."</p> <p>" (b) <i>Procedure for revision of Agreements.</i></p> <p>" Any demand for a revision of this Agreement shall be communicated in writing by the interested contracting Government or Governments to the Secretary-General of the League of Nations, who shall take the necessary steps to give effect to the demand."</p>	<p>Whilst experiments could presumably be carried out under Article 2 of the Agreement, it is considered that definite provision should be made in order to secure that new developments or inventions which have been proved to be satisfactory can be brought into operation without undue delay. Under Article 8, revision of the Agreement can be demanded by (a) any contracting Government after the Agreement has been in force for fifteen years, and (b) by one-fourth of the contracting Governments at any time. It is considered undesirable that the benefit of new inventions, etc., should possibly be withheld for so long a period as that prescribed under (a) and, as regards (b), that, owing to the number of Governments likely to be concerned, there may in practice be difficulties and delays in securing the support of one-fourth of the contracting Governments for a demand for revision based solely on technical grounds.</p> <p>It seems desirable that the Agreement should specify the procedure to be followed on a demand being made for its revision, either under the article suggested above, regarding inventions, or under Article 8.</p>

BULGARIA.

In a letter dated June 18th, 1934, the Bulgarian Government stated that the competent authority, after a careful study of the Preparatory Committee's report, had expressed the opinion that Bulgaria could conclude an agreement on the subject in accordance with the system proposed by the United Kingdom.

CANADA.

In a letter dated October 9th, 1934, the Canadian Government made the following statement :

The proposals of the Preparatory Committee have received the careful and sympathetic study of the competent authorities of the Canadian Government. Their views on the general question of the unification of buoyage were expressed by their representative at the Lisbon Conference in 1930 (see document C.163.M.58.1931.VIII). They believe that the international unification of systems of lateral buoyage is in itself desirable, but—while attaching no importance to the attribution of particular shapes, colours and numbers to one side or other of the channel—they feel that, in seeking uniformity of practice, appropriate consideration should be given to the fact that the vast majority of lateral buoyage stations in the world is arranged in accordance with the recommendations of the Washington Conference of 1889. To these recommendations, the Canadian Government, in company with most Governments of the Commonwealth and of the world, have in practice conformed, and they are unwilling to reverse, at inevitable cost and confusion, a system which has been followed to the general satisfaction for some forty-five years.

As regards the other recommendations of the Preparatory Committee, the competent authorities of the Canadian Government submit the following observations :

(a) *Buoy Lights*.—It is not thought that the multiple flash characteristics proposed by the Preparatory Committee are either necessary or practicable. When several buoys are in sight at one time, it is not always possible to identify them by counted flashes, especially when there is any sea running. The increased number of spare lanterns that would have to be provided and carried aboard buoy vessels, were this recommendation adopted, is a further disadvantage which the proposed change would involve.

(b) *Spherical Buoys*.—The experience of the Canadian Lighthouse Service has not indicated any demand or necessity for their installation. The shape has the disadvantage of being expensive to construct, and, moreover, each additional authorised shape increases the number of spare or relief buoys which must be provided.

(c) *Topmarks* are neither necessary nor reliable, particularly when subject to ice conditions or the risk of being fouled by vessels.

(d) *Wreck-marking* proposals are thought to be unnecessarily complicated and liable to lead to confusion and disaster. The navigating officer who misses a flash in his count is likely to fetch up on the wreck he seeks to avoid.

CHILE.

In a letter dated August 28th, 1934, the Chilean Government stated that the buoyage of maritime routes was governed by Supreme Decree No. 1320, dated June 11th, 1929, and that the experiment had had favourable results, since both Chilean and foreign ships which had sailed and were sailing in Chilean waters had offered no objection to the system in force.

After a careful study of the draft rules by the competent services, the Chilean Government had thought it desirable to submit the following observations :

(a) The painting of buoys and beacons red to starboard and black to port in Chile was consecrated by half a century's tradition. The proposed rules, on the other hand, diametrically changed this system by fixing red to port and black to starboard, so that, if Chile acceded to the draft international agreement, she would have to make a fundamental change in the colours of the buoys and beacons on channels and rivers. Not only would this change, from the material point of view, involve considerable expense, but what was more important, it would require a complete change in the usages of Chilean naval and merchant seamen, who would have to pilot their vessels through the channels according to an entirely new system with a consequent risk of accidents.

This reversion of colours is the only important and substantial difference between the system of buoyage in force in Chile and that recommended by the proposed rules.

(b) In view of the configuration of the coasts and channels of Chile, it was considered that the lateral system should be exclusively used in that country ; the cardinal system might be adopted for isolated cases where a number of dangers existed on both shores.

(c) As regards the provisions of Article 6 of the Annex, it was essential for Chile to establish precise rules clearly defining which were the port and which the starboard sides of such straits and channels, as some lay in an east-westerly and others in a north-southerly direction. The rules at present in force were short and offered only limited possibilities.

The Chilean buoyage rules are reproduced below. The notes appended were embodied in log-books and navigation books and served to define these rules.

(d) The other provisions contained in the proposed rules would undoubtedly, in the Chilean Government's opinion, form a valuable addition to the system of buoyage on land and sea, and were therefore calculated to render navigation less dangerous. Some of them are excellent and quite novel, and their only drawback is that they would increase the number of conventional signs and consequently add slightly to the work of navigators.

To sum up, the Chilean Government had no objection to make to the proposed rules other than that appearing under (a)—*i.e.*, with regard to the change in the colour of buoys and beacons.

Appendix.

REGULATIONS REGARDING THE SHAPE AND COLOURS OF BUOYS AND BEACONS IN CHILE.

(Supreme Decree No. 1320, of 1929.)

Starboard-hand buoys (conical) shall be painted red with two white horizontal bands, the first band being placed at one-third of the height of the buoy measured from the water-line to the tip of the cone, the second buoy at two-thirds of the height. Conical topmark painted red.

They shall be surmounted by a conical topmark painted red.

The name or number of the buoy shall be painted in white on the red part above the first white band (see Fig. 1 on the following page).

Port-hand buoys (cylindrical) shall be painted black with two white bands similar to the bands on the starboard-hand buoys. Cylindrical topmark painted black.

They shall be surmounted by a cylindrical topmark painted black.

The name or number of the buoy shall be painted in white on the black part above the first white band (see Fig. 2).

Mid-channel buoys (spherical) shall be painted white with black vertical bands. There shall be five bands equidistant from each other. White spherical topmark.

They shall be surmounted by a spherical topmark painted white.

The name or number of the buoy shall be painted in white on the black ground (see Fig. 3).

Starboard-hand beacons shall be pyramidal in shape, painted red with three white horizontal bands equidistant from each other. Beacons on land shall measure 6 metres in height by 2 metres at the base (see Fig. 4). Beacons on the water shall measure 4 metres in height by 1.60 metre at mean spring-tide high-water level (see Fig. 5). The bands on these beacons shall be equidistant from each other above this high-water level.

They shall be surmounted by a conical topmark painted red.

The name or number of the beacon shall be painted in white on the red part above the first white band.

Port-hand beacons shall be cylindrical in shape, painted black with three white horizontal bands equidistant from each other. Beacons on land shall measure 6 metres in height by 2 metres at the base (see Fig. 6). Beacons on the water shall measure 4 metres in height by 1.60 metre at mean spring-tide high-water level (see Fig. 7). The bands on these beacons shall be equidistant from each other above this high-water level.

They shall be surmounted by a cylindrical topmark painted black.

The name or number of the beacon shall be painted in white on the black part above the first white band.

Mid-channel beacons.—The body of the beacon shall be cylindrical in shape and the top shall be hemispherical. The beacon shall be painted black with white vertical stripes equidistant from each other. Beacons on land shall measure 6 metres in height by 2 metres at the base (see Fig. 8). Beacons on the water shall measure 4 metres in height by 1.60 metre at mean spring-tide high-water level (see Fig. 9).

They shall be surmounted by a spherical topmark painted white.

The name or number of the beacon shall be painted in white on the top part and on the black ground.

Note.—When beacons are situated inside harbours or creeks where the maximum visibility required is less than half a mile, the dimensions of the beacons will be reduced to one-half the regulation size—*i.e.*, 3 metres in height for beacons on land and 2 metres above mean high-water level for beacons on the water.

Observations.

The term "enter" in the case of a channel with two entrances must be taken to mean following the direction of the flood or rising tide.

As, in the case of southern channels, this would necessitate frequent changes in the shape of the marks, the following rule has been adopted:

In the Strait of Magellan and the Patagonian channels the words "port" and "starboard" apply to vessels coming from the Atlantic or proceeding northward.

Consequently, the port marks will lie to the south in the Strait and to the west in the channels, and the starboard marks to the north and east respectively.

This refers solely to the main channel, following the course or track. The secondary channels will be buoyed in accordance with the general rule.

In the Beagle Channel, from Moat Bay to the Cockburn Channel, the same rule will be followed as in the Strait.

The shape of the mark is of greater importance than its colour.

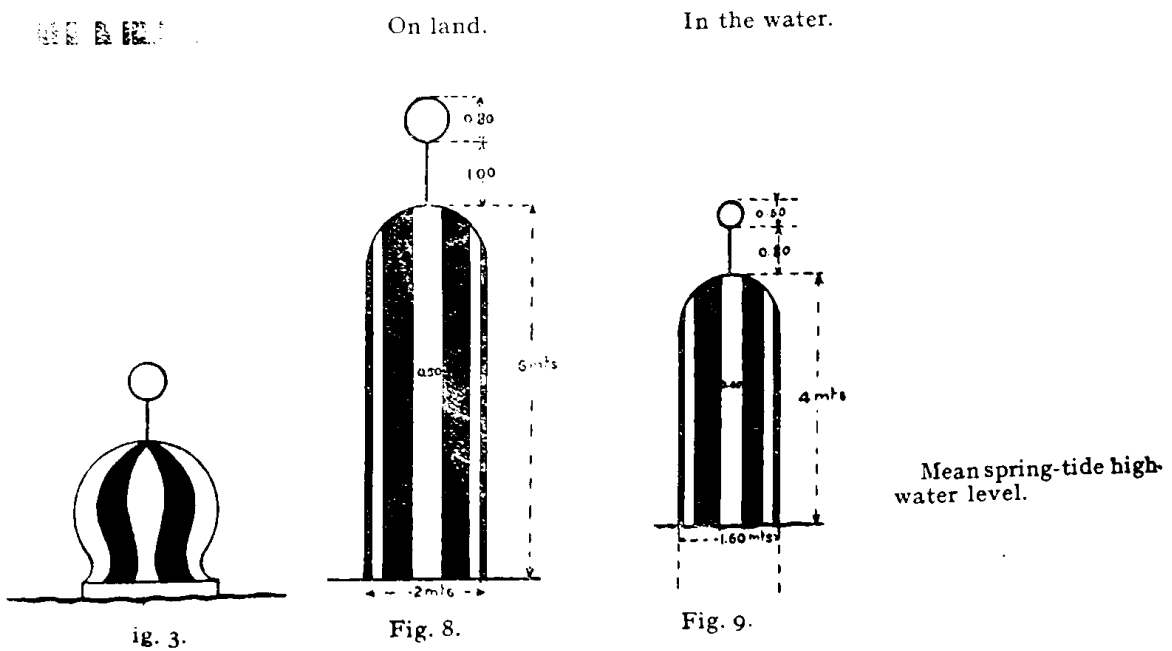
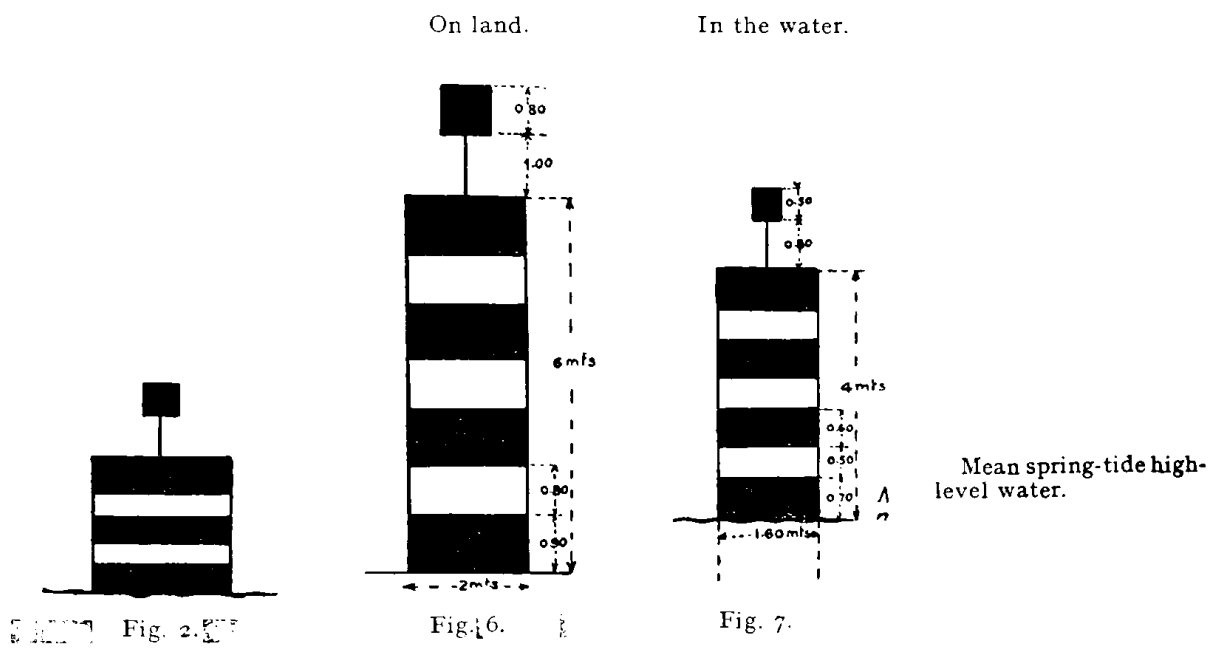
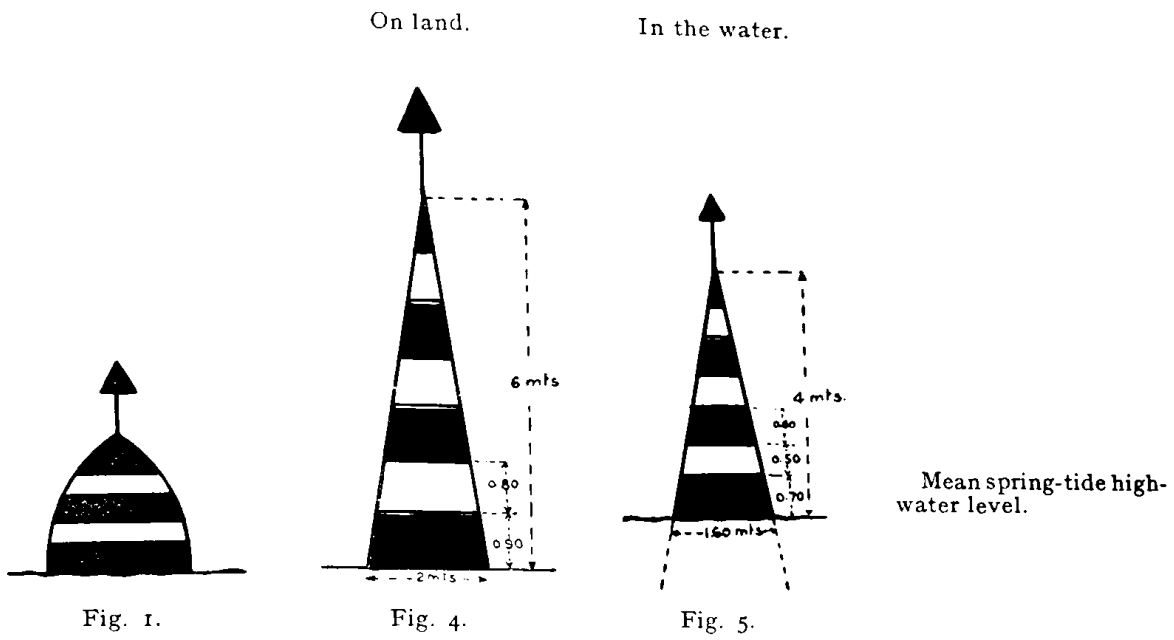
In the case of beacons, the colour may vary according to the background or land against which it has to stand out.

The shape of the topmark is more authentic than that of the buoy or beacon supporting it, and the former may occasionally differ from the regulation shape.

CHINA.

In a letter dated October 5th, 1934, the Chinese Government states that it is prepared to conclude an agreement for the unification of buoyage based on the draft Agreement and Rules drawn up by the Preparatory Committee, provided that the Governments of the principal countries concerned will also adopt them.

Buoys and Beacons in use as prescribed in the Chilian Buoyage Rules.



DENMARK.

In a letter dated June 23rd, 1934, the Danish Government stated the following :

In principle, the Ministry of Marine sees no reason to change the present Danish system of buoyage, which it considers suitable and particularly well adapted to Danish conditions, or indeed to adopt a uniform system.

The cost involved by the introduction of a uniform system of buoyage would hardly be proportionate to the practical advantages offered by such a system.

The present system has not caused any difficulty to navigation, but it is to be anticipated that the period of transition would expose it to very great inconveniences.

A uniform system on buoyage would in most cases be inferior to the systems of the different States, which are adapted to the special conditions (geographical, climatic, etc.) of each country.

Notwithstanding the foregoing considerations, Denmark will probably not refuse to adopt the existing scheme for a buoyage system, on condition that it is accepted as it now stands by other States—including the adjacent States of the North Sea and Baltic—in sufficient numbers for it to be really considered a European buoyage system.

FREE CITY OF DANZIG.

In a letter dated May 1st, 1935, the Polish delegation accredited to the League of Nations stated that the Free City of Danzig had no objection to the proposed unification.

EGYPT.

In a letter dated September 27th, 1934, the Egyptian Government stated that the competent departments had no objection to the provisions laid down in the draft Agreement and Rules, and that it would be disposed, should occasion arise, to conclude an agreement on the unification of buoyage on the basis of the draft in question.

SPAIN.

In a letter dated March 28th, 1935, the Spanish Government communicated the following observations on the draft Agreement and Rules together with an explanatory note :

OBSERVATIONS OF THE PERMANENT SPANISH LIGHTHOUSES COMMISSION REGARDING THE DRAFT RULES CONCERNING A UNIFORM SYSTEM OF BUOYAGE.¹

[*Translation from Spanish.*]

CHAPTER I. — GENERAL.

Same system. No observations.

CHAPTER II.—LATERAL SYSTEM.

Article 6.—Position of Marks.

Same system.

Article 7.—Shapes of Topmarks.

Same system.

Article 8.—Marking of Sides of Channels.

Marks on the two sides of the channel are characterised as follows :

(a) *Starboard-hand marks :*

Shape or type : Cone, spindle or spar.

Topmark : A cone point upwards for ordinary buoys and *diamond-shaped* for buoys indicating "take care" for a specific reason.

Colour : Black, both buoys and topmarks.

(b) *Port-hand marks :*

Shape or type : Can, spindle or spar.

Topmark : Can for ordinary buoys and T-shaped for buoys indicating "take care" for a specific reason.

Colour : Red, both for buoys and topmarks.

(Omit N. B.)

Article 9.—Numbering or Lettering.

Same system.

Article 10.—Lighted Marks.

Lights of marks on the two sides of the channel are differentiated by colour or by rhythm, where preferred, or by a combination of both colour and rhythm—viz :

- | | |
|--|--|
| (a) <i>Starboard-hand lights</i> : Green | } Slow rhythm flashes (less than thirty a minute). |
| (b) <i>Port-hand lights</i> : Red | |

¹ See also explanatory notes following the observations.

(c) *Buoys meaning "take care" :*

Starboard-hand buoys : Green }
Port-hand buoys : Red } Rapid rhythm flashes (more than sixty a minute).

(d) *Spherical bifurcation buoys :*

Showing the main channel to the right: A white light and a red light set vertically in the order given.
Junction buoy : Same lights in inverted positions—*i.e.*, red above white.

Showing the main channel to the left : A white light and a green light set vertically in the order given.
Junction buoy : Lights in inverted positions—*i.e.*, a green light above a white light.

Indicating channels of equal importance : Two vertical lights, one green and the other red, set in the order given. Junction buoy : Lights in inverted position—*i.e.*, a red light above a green light.

(e) *Buoys indicating the proximity of a secondary channel :*

Channel to the right, the buoy being to port : Two red lights set vertically.
Channel to the left, buoy being to starboard : Two green lights set vertically.

(f) *Lighted mid-channel marks indicating the deepest part of a deep-water channel or fairway :*

Two white lights set vertically.

(g) *Characteristics of the lights :*

All these lights must show flashes. Lights belonging to the same channel must all show the same number of flashes ; if there are different channels, a specific number of flashes is allotted to each channel according to the following rules :

All the lights of the main channel shall show two flashes ; the lights of secondary channels to the right of the main channel shall show four flashes for the first channel, one for the second and three for the third ; the lights of secondary channels to the left of the main channel shall similarly show four, one and three flashes respectively. This system of lighting, therefore, can be applied to seven channels in all, buoyed according to a uniform and perfectly clear system.

Article 11.—Bifurcation or Junction Marks.

Marks at the ends of middle grounds have the following characteristics :

Shape or type : Spherical, spindle or spar.

Colour : For buoys, vertical white and red bands, if the main channel is to the right ; horizontal black and white bands when the main channel is to the left, and horizontal black and red bands when the channels are of equal importance.

Topmarks (compulsory) :

(a) *Main channel to the right :*

Outer end : A can buoy }
Inner end : A " T " } Painted red

(b) *Main channel to the left :*

Outer end : A cone point upwards }
Inner end : A diamond } Painted black

(c) *Channels of equal importance :*

Outer end : A sphere
Inner end : A St. George's cross, painted red.

(d) To indicate the entrance to a secondary channel, whether leading from the sea or from a main channel, the indicating buoys have the following shapes and characteristics :

Can buoy, black and red check pattern, meaning that it must be left to port and that the secondary channel is in the immediate neighbourhood ; conical buoy, black and white check pattern, meaning that it must be left to starboard and that the secondary channel is in the immediate neighbourhood.

(Omit N. B.)

Lighted Marks.—The rules shall be based on those given in Article 10, paragraphs (d), (e), (f) and (g)

Article 12.—Mid-channel Marks.

Same system. No observations.

CHAPTER III.—CARDINAL SYSTEM.

Same system, subject to the observations submitted at the end of this report, in the third explanatory note.

CHAPTER IV.—MARKS COMMON TO BOTH SYSTEMS AND OTHER MARKS.

Article 17.—Isolated Danger Marks.

Our system is the same as that outlined in the draft, except as regards the following points :

Colour : Vertical black and red bands ;
Topmarks : Two topmarks set vertically, one spherical painted black, the other a St. George's cross, painted red ;
Light : White, quick flashing (more than sixty flashes a minute).

Article 18.—Landfall Marks.

Same system. No observation.

Article 19.—Transition Marks.

Buoys indicating the transition between the cardinal and lateral systems are painted with red and white spiral bands, in which case they must carry a fixed red light, or with black and white spiral bands, in which case they should carry a green fixed light.

Articles 20 and 21.

Same system. No observation.

CHAPTER V.—MARKING OF WRECKS.

Article 22.—General Observations.

Same system. No observation.

Characteristics in the Lateral System.

Article 23.—Wreck-marking Buoys.

Colour : Green.

(a) If to be passed on the *starboard hand* :

Type : Conical, spindle or spar.

Topmark : Conical.

Light : Green, quick rhythm (more than sixty flashes a minute).

(b) If to be passed on the *port hand* :

Type : Can, spindle or spar.

Topmark : Can.

Light : Red, quick flashing (over sixty flashes a minute).

If the body of the mark does not conform to the characteristic shape, the predominant colour shall be green, and the buoy should be marked with a capital W in white.

(c) If to be passed on *either hand* :

The previous marks (a) and (b), one at each end of the wreck.

Article 24.—Wreck-marking Vessels.

They display green painted shapes :

(a) If to be passed on the mariner's *starboard hand*, three cones point upwards in a horizontal line ;

(b) If to be passed on the mariner's *port hand*, two cans set in a horizontal line ;

(c) If may be passed on *either hand*, four spheres disposed vertically by pairs.

As regards the rest of this article, same system as in the draft, except that the lights be white fixed lights.

Characteristics in the Cardinal System.

Article 25.—Wreck-marking Buoys.

Same system, except as regards the colour of the lights, white being regarded as preferable.

CHAPTER VI.—MISCELLANEOUS PROVISIONS.

Article 26, 27, 28 and 29.

Same system. No observation.

Article 30.—Fixed Support for Lights.

Fixed supports for lights forming part of the lateral system of buoyage shall be painted white, if the light is to be of a colour characterising its position in the previous system, or of the colour which characterises this latter. If the correct characteristic colour cannot be used, the opposite characteristic colour shall, wherever possible, be avoided.

Article 31.—Topmarks.

Same system. No observation.

EXPLANATORY NOTES.

1. The Commission accepts the number and form of buoys and topmarks as provided in Article 8, but considers that, for the purpose of differentiating by shape, conical, can and spar buoys, painted either entirely black or red according to the side of the channel marked would be sufficient. As topmarks are grouped in pairs for each buoy, the Commission feels that it would be desirable to make a clear differentiation. There would be no difficulty in adopting the solution indicated in our draft—namely, a can topmark on a red buoy and a triangular topmark on a black buoy for ordinary purposes ; the same buoys with T shaped or diamond shaped topmarks would normally not only mark the channel, like the others, but would further mean "take care" (so as to warn navigators when approaching these buoys).

By this system, if the port and starboard buoys are numbered consecutively, channels or fairways would, in our opinion, be sufficiently clearly and definitely marked without there being any need to employ broom-shape topmarks or red and yellow chequered buoys. The use of such would, we think, even have certain disadvantages. We would suggest that white and black, or white and red chequered buoys

should be reserved to indicate the proximity of a secondary channel, but the Commission thinks that this mark should not be reserved solely to indicate entry into a secondary channel opening out from a main channel, as is laid down in the last paragraph of Article 8. This buoy might also be used to enable a vessel coming from the sea to enter a secondary channel, in which case, the white and red chequer would show the mariner that, if he passes the buoy to port, he will be near a channel of this kind; the same would apply to a white and black chequered buoy.

As regards bifurcation or junction marks, we agree to the same forms of buoys and topmarks and their respective meanings, and only detect confusion in the use of the same colours—white and red bands—as suggested in Article 11, paragraphs (a) and (c), for different cases. The Commission does not think that the difference between the topmarks is sufficient to obviate confusion, which the same colour on buoys of the same form might create. The Commission is therefore of opinion that this disadvantage could easily be remedied, and suggests for this purpose that spherical buoys indicating a bifurcation in channels of equal importance should be painted with black and red bands, colours which clearly indicate that the vessel may steer to port or to starboard, the channel being equally good on either side.

2. *Lighted Marks.*—Besides the explanation given in our report concerning the number of flashes desirable for the lights in each channel and the variation in the number of these flashes for different channels, the Commission considers it advisable, from the standpoint of mariners' requirements, that the colours of light buoys marking channels should be red to port and green to starboard. It does not think that the lights of secondary buoys should be white, as it is not in favour of marking dangerous spots at sea, such as shipwrecks, with a green light which, owing both to its colour and intensity, is of very low visibility on the surface of the sea, where we think it is absolutely necessary to adopt white. White, by its visibility, intensity and glare, is the colour most likely to be seen at a distance by navigators and consequently is best suited for marking dangerous spots. On the other hand, the Commission considers that white flashing lights on luminous buoys marking channels can easily, even though of low power, be mistaken for other white lights on motor-boats, jetties, etc.; again, they might prove to be dazzling if of any considerable strength. White is, in short, within port areas a colour that does not stand out clearly and might lead to unfortunate mistakes. On the other hand, the Committee considers—and this is the reason for its proposal—that for steering a course within a port area—an operation usually carried out with the utmost care—a green is the most appropriate colour in view of its very definite characteristics, its perfectly clear meaning (that is it to be passed on the starboard hand) and its power, which is sufficient for this kind of navigation, does not dazzle or cause the slightest confusion in the mind of the navigator.

3. *Cardinal System.*—We entirely accept the cardinal system set out in Chapter III (Articles 13, 14, 15 and 16), although in Article 16, in describing the form of the topmarks to be allocated to each quadrant, there seems to be an implication that the topmark adopted for each is common to both forms—conical or spar in the first quadrant, can or spar in the second, etc.

As, however, the diagram appears to show that only the spars have topmarks, and although the diagram is included merely as an illustration, we think it should be made quite clear that in signals specially reserved for navigation at sea—signals which should therefore have the greatest possible visibility—all buoys should have their corresponding topmarks.

Lighting.—Though accepting the system proposed, we think it might perhaps be improved by stipulating that both day and night the same colours should go together, and be so arranged that if, for instance, the coastline follows a S.W.-N.E. direction, these colours shall indicate to the navigator: white, that he is on the seaward side of the danger; red, that he is on the landward side of the danger. In other terms, it might be more advisable to set the colours cardinal-wise, but in such a way that they are the same by pairs according to the parallels which unite them at various distances from the land.

4. The Committee does not understand either the necessity or the reason for the proposal concerning landfall marks in Article 18. It feels that, if this mark were to be adopted, very careful enquiries would be necessary to determine the circumstances and conditions in which its use would be necessary. For instance, is it to be employed solely for marking seaplanes in port areas or should it also be used, as proposed in Article 18, to indicate the proximity of a river estuary or of a port? In this latter case, surely the indications given by other lights from lighthouses, etc., should be sufficient. In any case, it would be desirable to state when landfall marks should be lighted or not.

5. *Marks Common to Both Systems.*—This Commission approves the spherical form for isolated danger marks as proposed in Article 17 of the draft Rules. It also approves black and red as the colours for these marks, these colours concurring with the rules adopted generally for all kinds of obstacles giving rise to or involving a bifurcation; in order, however, to differentiate clearly between the bifurcation mark indicating two channels of equal importance and the isolated danger mark, we think that the bands for the latter mark should be vertical and, in accordance with the explanations already given concerning the principle on which our modest proposals for lighting are based, that the light (which is not specified in the draft) should be white and quick flashing (more than sixty flashes a minute).

6. This Commission considers that the marks for wrecks indicated in Chapter V are quite clear and definite. The provisions of Articles 22 and 23 only differ from the provisions in force in our country as regards the colour of the light—white instead of green—for the reasons indicated in the second observation.

With regard to Article 24, the Commission feels that the proposed system might lead to confusion if the distinctive marks—namely, cones or cans for vessels to pass on the port or starboard hand respectively—happen by accident to be missing. The Commission therefore proposes that, without modifying the number uniform marks should be adopted—*i.e.*, all cans, all conical or all spherical.

7. To sum up all the modifications suggested and explanations given concerning each of the proposed changes, it may be noted that this Commission, having in view the interests of navigators and endeavouring to avoid any considerable cost as a result of the transformation of existing systems or the creation of marks of a type differing entirely from present types, proposes a system which, as a whole—in the form of the marks, colours, topmarks, colour and rhythm of flashes and all other essential characteristics of a buoyage system—is based on an endeavour to bring about unification by ensuring that identical forms, colours and flashes shall have everywhere the same signification, the number of these buoys being reduced to a minimum in order to achieve simplification in every direction.

ESTONIA.

In a letter dated October 22nd, 1934, the Estonian Government stated that the competent authorities, after carefully studying the subject, had pronounced in favour of the conclusion

of an agreement with other Governments on the basis of the Preparatory Committee's draft Agreement and Rules.

As regards the text of this draft, the Estonian authorities have no observations to submit.

FINLAND.

In a letter dated October 30th, 1934, the Finnish Government makes the following statement :

The Government is fully aware of the drawbacks created by the fact that, in spite of repeated attempts, it had not been possible to unify the buoyage of navigation routes by a general agreement between the countries concerned. In the Baltic alone, for instance, six different systems of buoyage are employed. Hence it is naturally most desirable that an agreement should be reached on the simplification of the present buoyage system, if only for Europe.

As regards the draft Rules for a uniform system of buoyage, the Government is in principle prepared to conclude with other Governments an agreement on the basis of this draft, although it will entail numerous changes in the system at present employed in Finland.

Nevertheless, as it is obvious that the *raison d'être* of the new system is to endeavour to achieve greater uniformity, Finland's participation would essentially depend on the accession of all the countries bordering on the Baltic, and also of Norway ; otherwise the only effect might be to add to the existing confusion in the confined space of the Baltic and on the European coast of the Arctic Ocean.

Lastly, as regards the details of the draft Agreement, Finland is particularly interested in buoyage according to the cardinal system, that system being at present employed on the Finnish maritime routes. Although the lateral system is employed in Finland only on what are regarded as inland navigation routes, Finland is nevertheless prepared to introduce the modifications proposed in the draft. The marking of wrecks by means of buoys arranged both according to the cardinal system and the lateral system also appears to the Finnish Government quite practicable, as also the proposed system of topmarks and lights.

FRANCE.

In a letter dated June 21st, 1934, the French Government stated that, without making it a *sine qua non* condition of acceptance of the Agreement, it would like the option to be allowed, in Chapter V, Article 22 (line 8), of the draft Agreement, of adding after the word "wreck" the equivalent word in the national language.

This amendment might be drafted as follows : *The word "wreck" followed, if deemed advisable, by the equivalent word in the national language, in white on both sides.*

Subject to this observation, the French Government considers that it would be particularly desirable to arrive as soon as possible at an agreement on the unification of buoyage on the basis of the draft Agreement and Rules prepared by the Committee.

IRISH FREE STATE.

In a letter dated July 25th, 1934, the Government of the Irish Free State informed the Secretary-General that it had no objection to offer to the adoption of the draft Rules for a uniform system of buoyage, and that it would be prepared, should the occasion arise, to conclude with other Governments an agreement based upon this draft.

ICELAND.

In a letter dated September 29th, 1934, the Danish Government forwarded the following memorandum containing the Icelandic Government's observations on the Preparatory Committee's draft :

There are very few buoys in Iceland, and they are for the most part similar in colour and shape to the buoys used in Denmark. Presumably, in course of time, many new buoys will be established in Iceland, and no great difficulty is anticipated in following provisions on which international agreement can be attained. It is, however, of decisive importance to Iceland how far the countries with which she has extensive shipping connections will follow the proposed international rules. This refers, however, only to the so-called lateral system, but not the cardinal system, which can hardly find application in Iceland.

It would appear difficult, however, for Iceland to accede to Chapter VI, Articles 28 and 29 of the draft, for the following reasons :

The main rule followed both in Iceland and elsewhere in this connection is that ships entering a harbour must see a green light on their starboard hand and a red light on their port hand, and this is particularly necessary in the case of fixed lights which might be mistaken for ships' lights. This danger does not exist in the case of flashing lights, and in such cases there may be other conditions which have to be taken into consideration. On various occasions therefore, the main rule has been departed from—for instance, in the case of the Grimsey lighthouse in the Steingrim Fiord, where there is a red sector on the right side of the main navigable channel and a green sector on the left side, because shelving rocks and shallows extend much further on the right side of the channel than on the left side ; since a red light is much stronger and clearer than a green light, the value of the lights is substantially increased

by this arrangement. It is of course not essential, but is highly advisable. Similarly, there are many departures from the rule in respect of the Sydøstland lighthouse (situated on the south east coast), which has many sectors, most of which are narrow and some even very narrow. If the general rule were followed, every sector coloured would have to be divided into two, one red and one green, in order that the ship entering a white sector, and steering towards the lighthouse, would always have green and red light to the left. Even if this were frequently possible, it would be highly inadvisable. This provision must therefore be regarded as unacceptable. It would appear to be more advisable to arrange lights and buoys so as to have the greatest possible practical value than to make a hard-and-fast rule which may be advisable for certain places and even for many or most places, but which, under special conditions, may be inadvisable or even useless. If, however, the rule is such that it cannot be applied without exceptions, seamen have still to consult the charts and sailing directions of the navigable channel in order to identify every mark; its value would accordingly appear to be substantially diminished.

Apart from the above objections to these two articles, the draft would appear on the whole to be acceptable from the Icelandic point of view.

ITALY.

In a letter dated September 1st, 1934, the Italian Government stated that it would be prepared to participate in an agreement for the unification of buoyage on the basis of the draft Agreement and Rules drawn up by the Preparatory Committee.

JAPAN.

In a letter dated October 24th, 1934, Japan made the following statement :

[*Translation.*]

1. At the Lisbon Conference in 1930, there were two schools of thought with regard to the unification of the buoyage of coasts. One was supported by Japan, the United States of America, Mexico and various South-American countries, and the other by the United Kingdom and the different States of Europe. The two opinions proving impossible to reconcile, the Conference was unable to reach any agreement on the unification of buoyage.

2. Before the beginning of the work of the Preparatory Committee in London in 1933, the Japanese Government emphasised the fact that if the unification scheme submitted by the United Kingdom Government were adopted as a basis of discussion, the Committee would arrive at the same result as the Lisbon Conference, and it stressed the importance, in drafting the proposal to be used as a basis of discussion, of asking the opinion of all the Powers concerned.

3. Subsequently, in the course of the Preparatory Committee's work, in which the States of the first group, with the exception of Japan, took no part, the Japanese experts stated their Government's view; but, that Government's opinion not having been accepted, the result achieved by that Committee only reflected, as could easily have been foreseen, the opinion of the United Kingdom and of the other European States—*i.e.*, of the second group of States concerned.

4. Although the Preparatory Committee's draft contains certain points which the Japanese Government is prepared to accept, the draft rules are diametrically opposed to Japan's opinion. The Japanese Government considers that the London draft Rules should be revised before proceeding to the conclusion of an agreement based on this draft, and that due account should be taken of the principles adopted at the Genoa meeting of the Committee on Buoyage and the Lighting of Coasts in 1929, which served as a basis of discussion at the Lisbon Conference. These principles are, it will be remembered, in keeping with the systems in force in the majority of States since the Washington Conference of 1889.

LATVIA.

In a letter dated July 30th, 1934, the Latvian Government stated that the competent authorities had pronounced in favour of the conclusion of an agreement on the basis of the Preparatory Committee's draft, and had added that they had no objection to make in that connection.

LITHUANIA.

In a letter dated September 25th, 1934, the Lithuanian Government stated that it had no observations to make on the Preparatory Committee's draft, and that it would be prepared, should occasion arise, to conclude an agreement with other Governments on the basis of that draft.

MONACO.

In a letter dated June 8th, 1934, the Government of Monaco stated that, in view of the trifling importance of buoyage in the waters of the Principality, it had no observation to make on the question of the unification of the buoyage of coasts.

NORWAY.

In a letter dated August 8th, 1934, the Norwegian Government made the following statement :

The draft Rules concerning a uniform system of buoyage as submitted by the experts after their meeting in London in July 1933 is more in conformity with the existing buoyage regulations in Norway than was any one of the previous drafts.

As regards the *marks without lights*, the proposed rules of the *lateral system* may, in all essentials, be deemed satisfactory from the Norwegian point of view, even if one, as far as some details are concerned, would have to avail oneself of the departure paragraph (Article 2) of the draft Agreement.

According to Article 6 of the draft Rules, the expression starboard-hand marks and port-hand marks refer either to the direction taken by the mariner when approaching a harbour or inlet from seaward, or to the main stream of flood tide. As far as Norway is concerned, the latter rule would have to be the decisive one, as there are often several inlets, having different directions, to a harbour.

In the proposed *cardinal system*, there are some quite essential differences from the Norwegian system, both as regards colours and, partially, also shape.

Types of marks as the Norwegian "*spars*" are in both systems accepted as equivalent to "buoys", and thereby a wish from the northern countries has been fulfilled.

Also, the rules for the colour and the character of the lights on *marks with lights in the lateral system* agree with the Norwegian point of view. However, such marks with lights are little used in Norway. The rules would principally apply to lighted buoys, whereof Norway has comparatively very few and, as a rule, very far between along the coast. On those few places in Norway where lighted buoys and fixed marks with lights may be said to belong to a lateral system, the colour of the lights is, as a rule, in conformity with the regulations of the draft.

On the other hand, in the *cardinal system*, the rules for the colour and character of the lights are such that they cannot be fitted into the combined lateral and cardinal system of Norway.

The most important objections from Norway must, however, be made against the rules of Article 29, which contains the rules for *coloured sector lights*. Norway's more than 1,600 lighthouse lamps would come under these regulations, and the arrangement of these lamps must be such as the complicated seaways of Norway necessitate. It is impossible to arrange the lamps according to Article 10, or according to any fixed rule given for a certain territory.

The rules for marks and lights for wrecks is of minor interest to Norway, as a ship grounded on the coast usually sinks in deep water unless it keeps on hanging on the sunken rock or the skerry. The only regulation in Norway hitherto has been : " A green spar is the mark for a wreck ". There is, however, nothing in the way of arranging these spars such as the draft prescribes. Lights or lightships destined for marking a wreck have not been used in Norway, and will hardly be necessary.

It appears from the above-made remarks that the draft Regulations differ in several points from those in use on the coast of Norway, and that it is partly impossible to arrange things in accordance with them.

The Norwegian Government is, therefore, to its regret, unable to sign a convention in conformity with the draft in question. Should, however, such a convention be accepted by a majority of the European countries, and amongst them Norway's neighbour countries, then the Norwegian authorities would try, gradually, to put into operation as many of the proposed regulations as possible.

NETHERLANDS.

In a letter dated August 20th, 1934, the Netherlands Government communicated the following observations :

[*Translation.*]

1. The continuous numbering on each bank of the signs marking the bank of a channel seems preferable to the systems of placing odd numbers on marks to starboard and even numbers on marks to port. Moreover, such a distinction cannot be made if the marks carry letters.

2. The characteristics of light signals in a rough sea are often difficult to determine. A differentiation by the colour of the light, as allowed in Article 10, seems in this case to be preferable to differentiation by rhythm.

3. It would be desirable to give bifurcation and junction marks a colour different from that given to signals indicating that the main channel is to the right. In the system proposed by the Committee, the only difference is that between the topmarks, which has the drawback that if the topmarks are damaged or broken off by passing vessels, no difference remains. It would be desirable that the colour of one of these types should be red and black chequers.

4. With reference to observation 2, it would seem that the cardinal system might be simplified and improved by the adoption, in the southern and western quadrants, of red and

white high frequency scintillating lights instead of double red and white flashes. If flashing lights are employed in the northern and eastern quadrants, the difference between the two systems will be clearer.

5. As regards the marking of wrecks, it would be desirable to adopt the cardinal system which has been agreed upon between Germany, Denmark and Norway. In this system, the wreck is situated in a sector of 90° east or west of the signal. If two signals are placed, the wreck is situated in a well-defined rectangle, of which the two signals form the eastern and western angles.

6. It is understood that it will be possible to retain the following signals in the Netherlands Indies :

- (1) Fixed red lights for small ports ;
- (2) Fixed red lights for lantern buoys ;
- (3) Light signals without characteristics and of different shape to starboard and port ;
- (4) Light signals without topmarks ;
- (5) Signals painted white instead of signals painted red.

7. The colour of sea-lanterns need not be the same as that of the signals which they light.

Further, the Netherlands Government will be unable to accept any agreement as regards its European territory unless the unification agreement is also accepted by Germany, Belgium, France and the United Kingdom.

As regards the Netherlands Indies, the system of unification can be accepted only if the adjacent countries do the same. The acceptance of the uniform system by Curaçao depends on the attitude taken by the American continents towards the agreement, while Surinam is very little interested in the question.

POLAND.

In a letter dated March 25th, 1935, the Polish Government stated that it considered that the unification of the buoyage of coasts, in view of its importance to the safety of navigation, was extremely desirable. The Polish Government therefore has no reservation to make with regard to the Preparatory Committee's draft, and states that, as the question is one of general interest, any scheme of unification likely to be adopted unanimously will be acceptable to it.

ROUMANIA.

In a letter dated August 6th, 1934, the Roumanian Government stated that it had no objection to the Preparatory Committee's texts, to which it gives its entire support.

SWEDEN.

In a letter dated October 19th, 1934, the Swedish Government stated that, after consulting the competent authorities, it is prepared to conclude an agreement on the basis of the Preparatory Committee's draft on condition, however, that Germany, Belgium, the United Kingdom, Denmark, Estonia, Finland, France, Latvia, Norway and the Netherlands are or become at the same time parties to the agreement.

UNION OF SOVIET SOCIALIST REPUBLICS.

In a letter dated October 19th, 1934, the Government of the Union of Soviet Socialist Republics made the following statement :

[*Translation.*]

The competent services of the Union of Soviet Socialist Republics consider it desirable that there should be an international agreement for the unification of buoyage rules and for the purpose of increasing the safety of navigation in every sea.

Like several other countries, the Union of Soviet Socialist Republics employs simultaneously the lateral and cardinal systems of buoyage, and as a result of experience considers it necessary to continue to employ both systems, each of which is suitable for different circumstances.

The observations of the above-mentioned services are confined to details of no substantial importance. As regards lateral buoyage in particular, these services consider it desirable to introduce certain modifications in the shapes and colours of the buoyage marks and topmarks.

As regards the unification of rules for cardinal buoyage, the competent services of the Union of Soviet Socialist Republics make the following suggestions :

While accepting the shape and colour proposed in the draft for buoyage marks indicating a danger to the east or west, it would be desirable to reverse the combinations of topmarks on such buoys, thereby bringing the new system into line with that employed in the Union of Soviet Socialist Republics and the Baltic countries.

As regards the conclusion of an agreement on the unification of buoyage, the People's Commissariat for Foreign Affairs believes that the Soviet Government will willingly sign an agreement based on the Preparatory Committee's draft.

YUGOSLAVIA.

In a letter dated August 7th, 1934, the Yugoslav Government stated that, having no observation to make on the Preparatory Committee's draft Agreement and Rules, it would be prepared to conclude with other Governments an agreement based on that draft.

At the same time, the Yugoslav Government stated that the Maritime Department had already, as far as its budgetary resources permitted, proceeded to replace the lighting and buoyage systems of the coasts in order to bring them into line with the draft.

ANNEX 2.

LETTER TO THE SECRETARY-GENERAL OF THE ADVISORY AND TECHNICAL
COMMITTEE FOR COMMUNICATIONS AND TRANSIT FROM MR. TWEEDIE
STODART, ENGINEER-IN-CHIEF TO THE CHINESE MARITIME CUSTOMS
SERVICE, MEMBER OF THE PREPARATORY COMMITTEE ON THE
UNIFICATION OF BUOYAGE RULES.

With reference to the request made in your letter of October 18th, 1935, enclosing a summary of comments made by various maritime countries on the proposals drawn up by the Preparatory Committee on Unification of Buoyage in London in 1935, careful consideration, along with Captain L. R. Carrel, Coast Inspector, has been given to the above summary and, in particular, as requested, to the amendments proposed by the British Government to the original wording of the proposed rules.

Generally speaking, the British amendments to the rules appear to be designed to make the wording of the regulations more explicit rather than to alter the intention, and I think it may be assumed that the Chinese Government's position favourable to the proposals of the Preparatory Committee is not likely to be altered because of revision of such a nature.

We would, however, raise points for further consideration in connection with one or two of the British amendments, while concurring in the remainder.

DRAFT RULES.

Dealing with the rules, we would first of all state that we are very much in favour of the suggestion that well-proportioned diagrams illustrative of the standard shapes of marks be prepared to accompany the regulations. This is very desirable, as dictionary definitions are in certain cases indefinite and unsatisfactory. The Concise Oxford Dictionary (Second Edition, 1929), under "can" defines a "can" buoy as a "large *conical* buoy over sands, etc."

Ad *Article 7.*

The original wording appears to us to be preferable to the amended. A broom used as a topmark may have the rough appearance of a cone, but can hardly be accurately called a cone.

Also we think it may be fairly and perhaps usefully intimated that cone, cylinder and sphere are to be considered the principal shapes.

We think that in this article and in others following "cylinder" is preferable to "can" for defining topmarks of this nature, as these marks will in most instances actually be cylindrical.

Ad *Article 8.*

We would prefer that the clause permitting the use of yellow in the chequers for marking secondary channels should continue as at present to be shown as an "N.B." forming part of the article and not as a footnote.

Ad *Article 23.*

To the proposed amended wording: Under (c) "light (if any) single occulting green" add "having a period of light of not less than 3 seconds".

This is designed to ensure that in all cases the light shall be unmistakably occulting and not to be confused with any single flashing light.

Ad *Article 29.*

At the end of the amended paragraph substitute the word "similar" for the word "identical".

DRAFT AGREEMENT.

Ad *Article 1.*

We have no objection to the alteration of wording proposed in the British amendment—viz., that “ maintain for the benefit of navigators marks or other signals for the purposes mentioned in the annexed rules ” should be substituted for “ communicate to navigators the information or warnings dealt with in the annexed rules ”. We do not, however, agree with the British proposal that acceding Governments should each be given a maximum period of ten years from the date of their accession to give effect to the rules, as this would allow of the matter dragging on for a long period.

We would suggest that the following clause or one approximately to the same effect be added to Article 7 of the Agreement :

“ Governments which accede after the expiry of seven years from the date on which the Agreement came into force shall take the necessary measures to give effect to the rules within three years from the date of their accession.”

In Article 1, line 5, reading : “ The necessary measures to that effect shall be taken before the expiry, etc. ”, we gather that the word “ taken ” is intended to mean “ completed ”, and suggest that this latter word be substituted, or that “ taken and completed ” be adopted.

Ad *Article 5.*

We would suggest that the British amendment be altered to read “ Governments of ten major maritime countries ”.

New Article proposed after Article 8 :

It is suggested that this should read as follows :

“ The present Agreement may be modified on the grounds of technical developments in the nature, design or characteristics of marks, lights or sound signals, the full benefit of which could not be given to shipping under these rules.

“ Request for revision of the Agreement on these grounds may at any time be forwarded in writing by the interested Government or Governments to the Secretary-General of the League of Nations, who shall immediately take the necessary steps to circulate the proposed modification to all contracting Governments, and thereafter to arrange for revision if one-fourth of these Governments are in favour of it.”

Generally, it appears to us from a perusal of the observations of the various Governments that there is a fair prospect of quite a wide regional agreement being arrived at if a reasonable spirit of compromise be exercised. The United States of America, Canada and Japan must, of course, be excluded, owing to fundamental differences in their proposals and practice. The communication submitted by the United States of America in support of their position appears to consist mainly of a restatement of the arguments they put forward at Lisbon, which were then fully discussed and to a large extent rejected as unsound. We concur in considering the United States of America's arguments unsound in a number of important aspects.

The Preparatory Committee's scheme now under discussion must, in our opinion, be recognised to be a compromise scheme falling short of the ideal in many important respects, but nevertheless constituting a valuable advance towards the ideal scheme of uniformity. It is because China considers the scheme to represent a step forward towards a future ideal that she is prepared to support it. Actually, her delegates on the Preparatory Committee endeavoured to obtain what they considered would have constituted valuable further advances towards an ideal scheme, such as distinction of the side lights in the lateral system of buoyage by colour, but without success; and it appears plain that, under the present conditions obtaining in the different countries, advance towards the ideal can only be made gradually and by exerting to the utmost the spirit of reasonable compromise.

ANNEX 3.

STATEMENT MADE ON FEBRUARY 14TH, 1936, BY COUNT CAPPONI BEFORE THE SMALL COMMITTEE.

Gentlemen,

I shall only make a very brief statement and should greatly appreciate it if it could be put on record in some way. As you know, I have been temporarily deputed to work on this Committee, and, personally, I do not think there are any difficulties from the point of view of my country's acceptance of the amendments to the draft Agreement and Rules relative to the

unification of buoyage drawn up by the Preparatory Committee, which we have been considering these last few days. However, it may happen that my Home Authorities might have some remarks or observations to make with regard to the work we have been doing here, especially on matters of principle.

On the other hand, as you know, Italy has already accepted the draft presented to us for amendment during this session as a basis for agreement. Should some points require adjustment, therefore, I trust you will agree that these points should be cleared up by correspondence with the Chairman and the Permanent Secretariat and communicated to you through the same channel for your information.

Genève, le 15 juillet 1936.

SOCIÉTÉ DES NATIONS

ORGANISATION DES COMMUNICATIONS ET DU TRANSIT

SYSTÈME UNIFORME DE BALISAGE MARITIME

Rapport du Comité restreint

A D D E N D U M

Page 31, ajouter le texte suivant après l'alinéa relatif à la Pologne:

PORTUGAL

Par lettre du 27 juillet 1934, le Gouvernement portugais a communiqué qu'il ne voit aucun inconvénient à l'adoption du projet d'Accord pour l'unification des règles de balisage, tel qu'il a été publié dans le document C.465. M.238.1933.VIII.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

UNIFORM SYSTEM OF BUOYAGE

Report by the Small Committee

A D D E N D U M

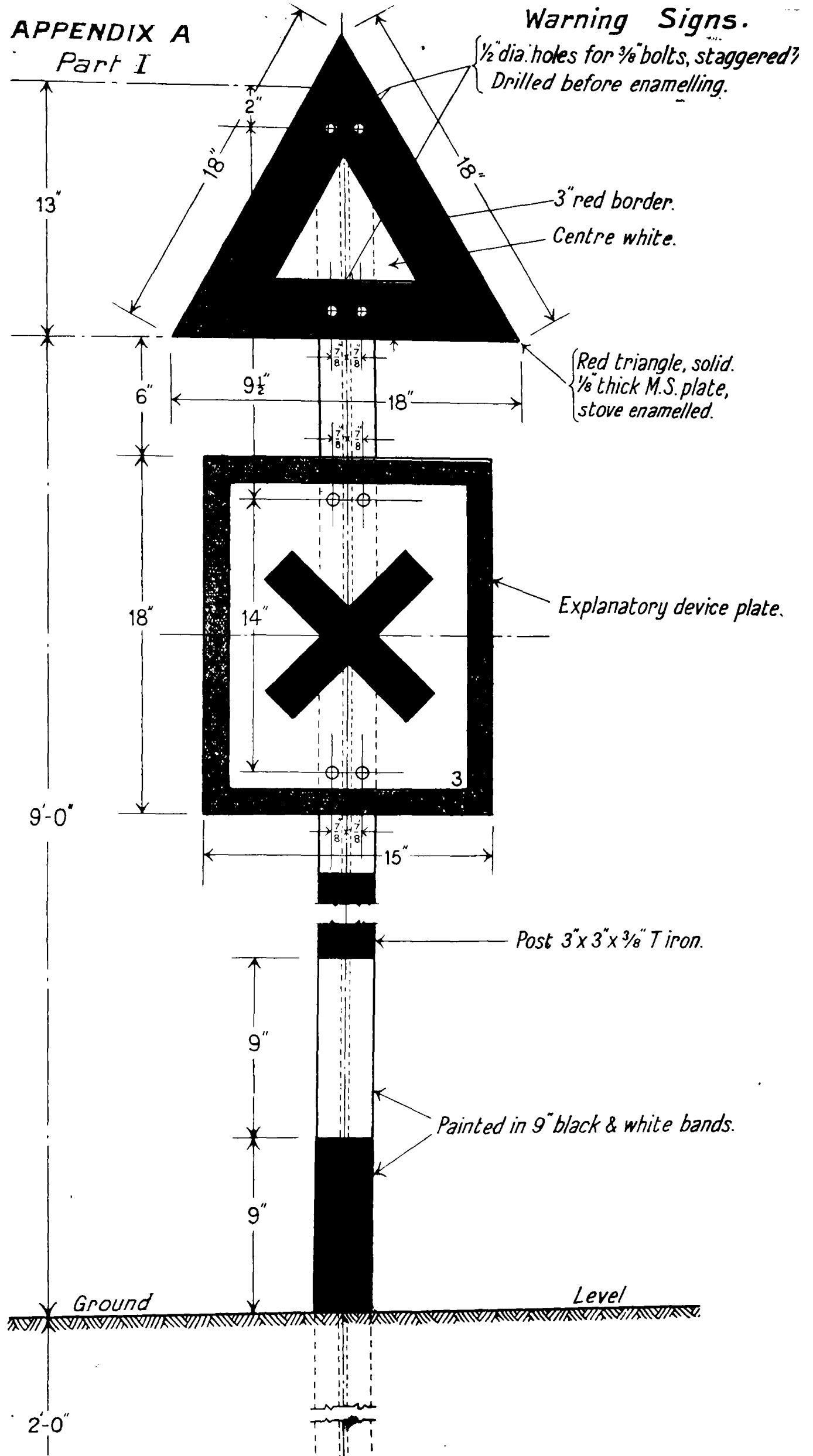
On page 31, add the following text after the paragraph relating to Poland:

PORTUGAL

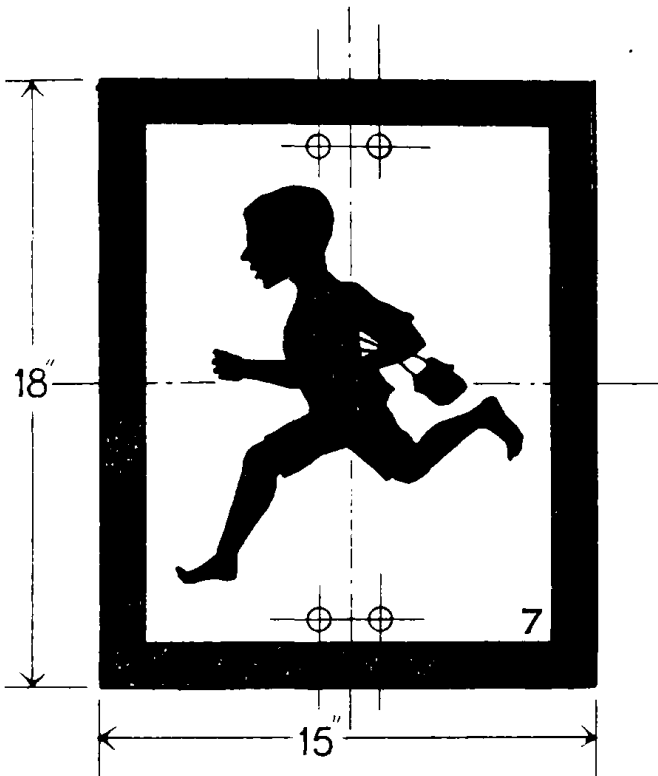
By letter of July 27th, 1934, the Portuguese Government stated that it saw no objection to adopting the draft Agreement for the Unification of Buoyage Rules, as published in document C.465.M.238.1933.VIII.

APPENDIX A
Part I

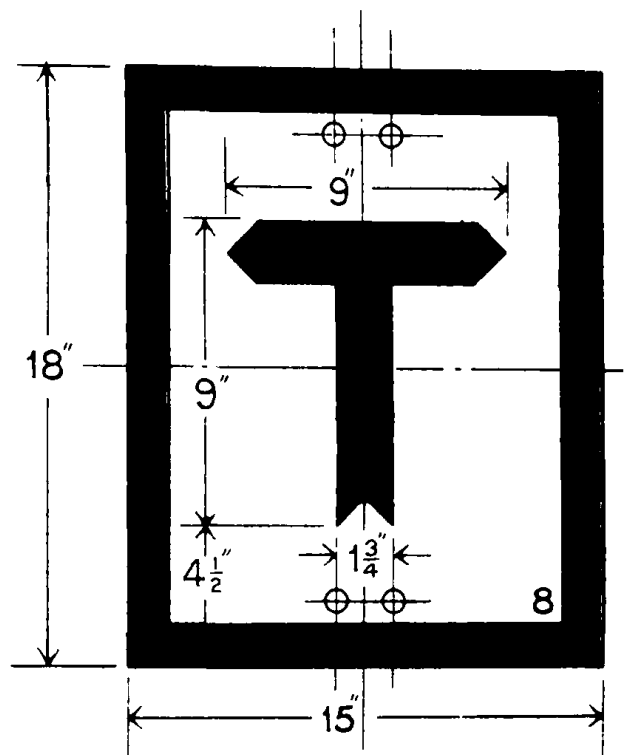
Warning Signs.



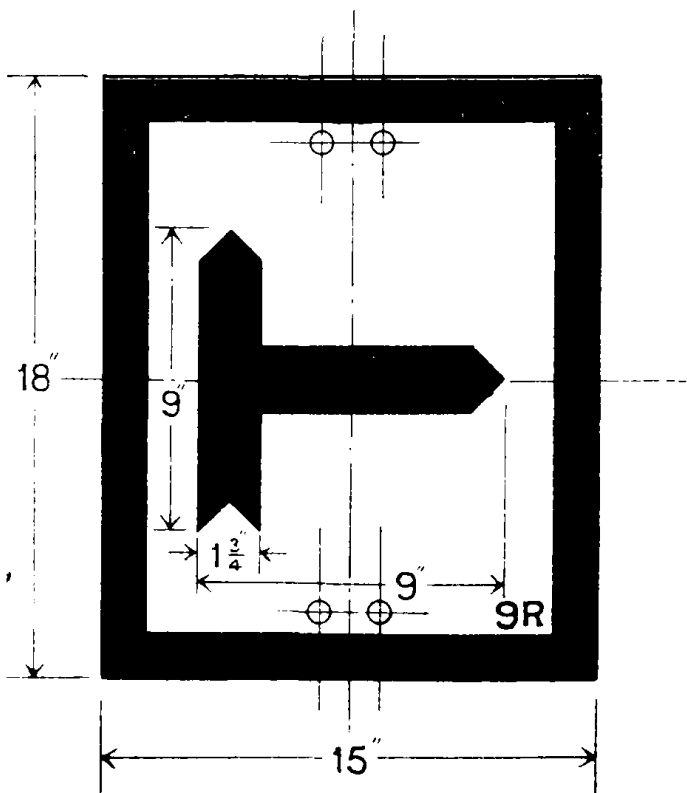
NO. 7
SCHOOL



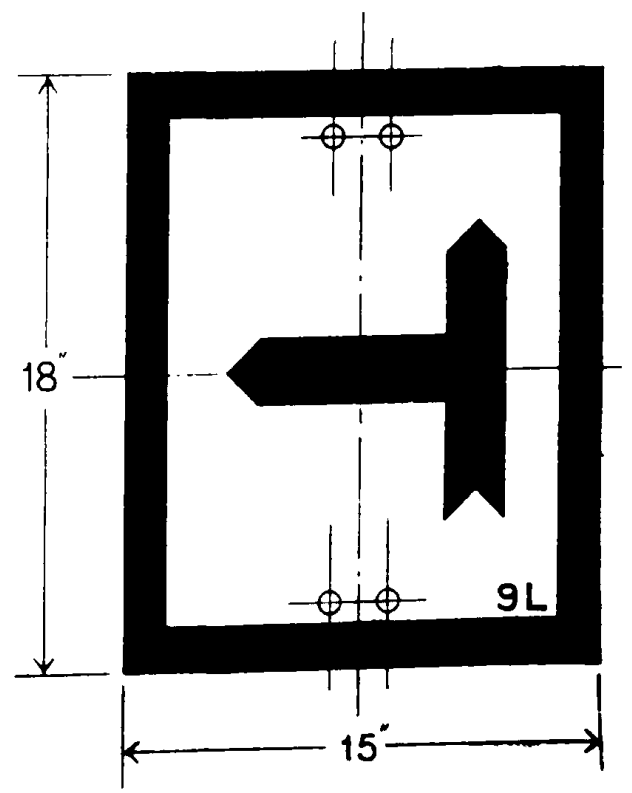
NO. 8
DEAD END CROSS ROAD



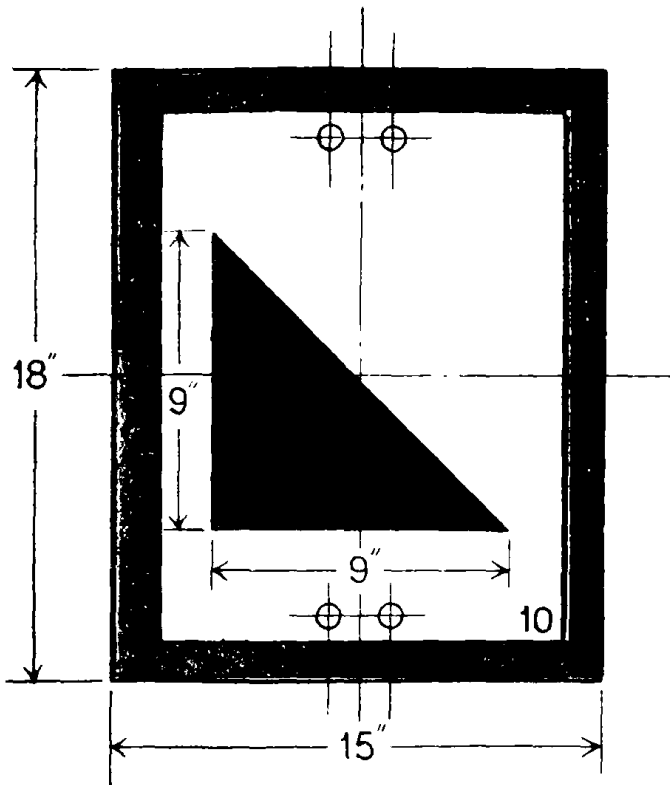
NO. 9
SIDE ROAD (RIGHT)



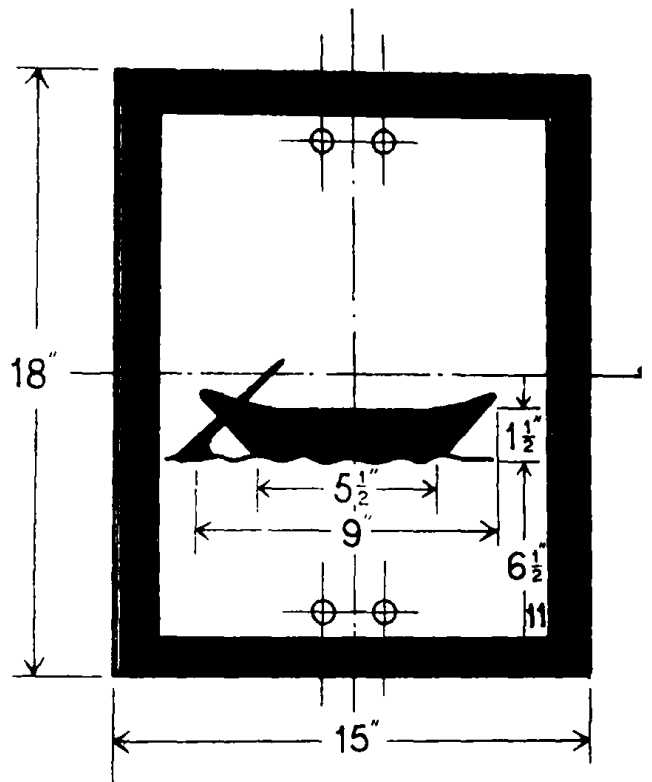
NO. 9
SIDE ROAD (LEFT)



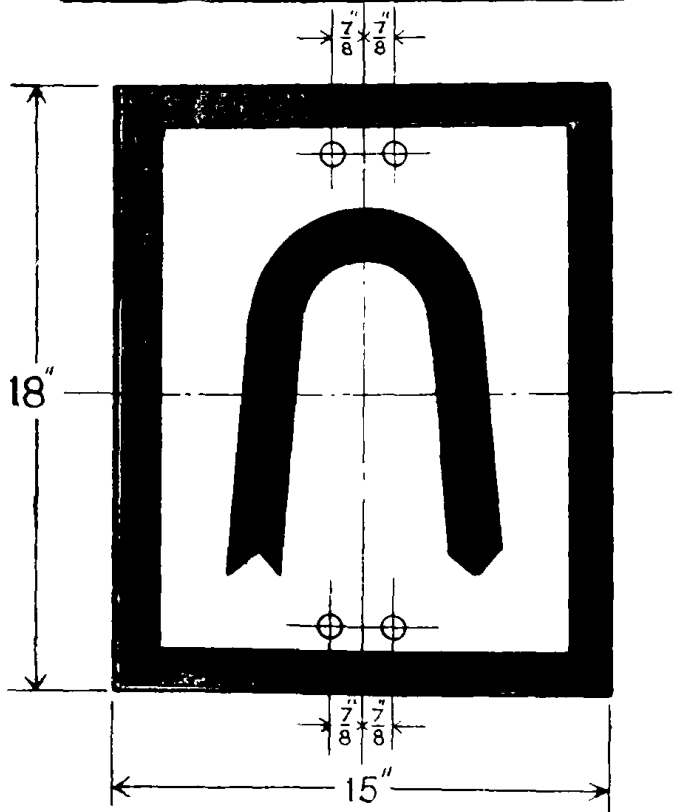
NO. 10
STEEP HILL



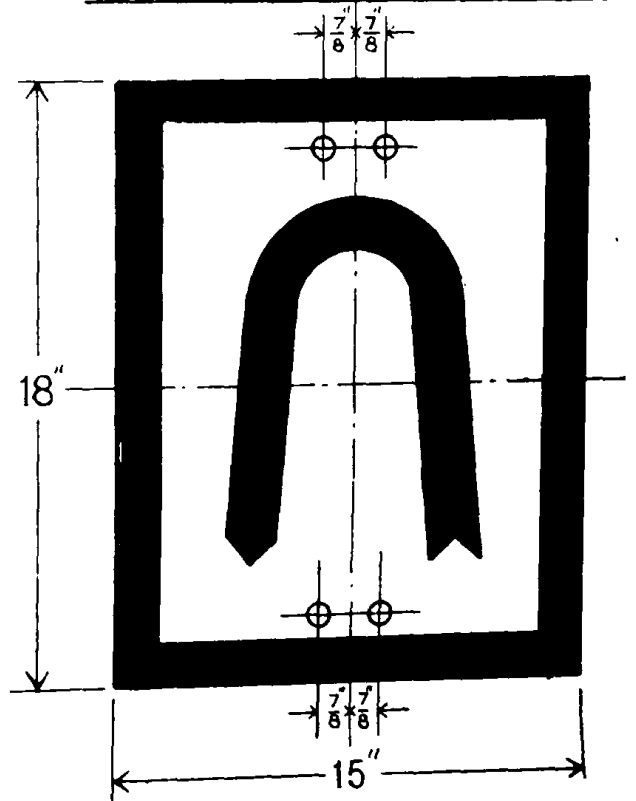
NO. 11
FERRY



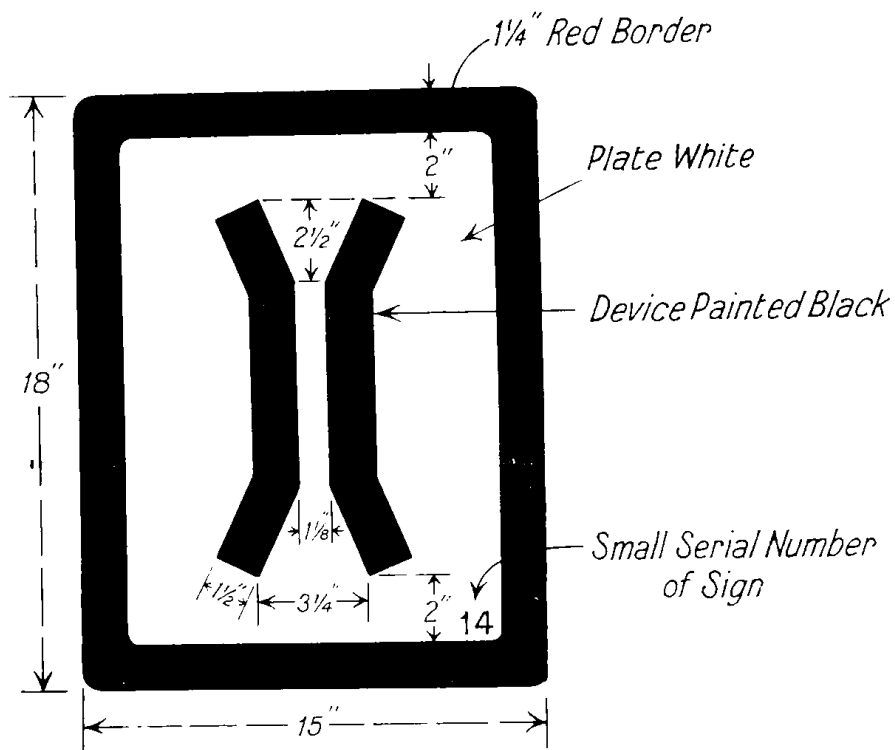
NO. 12
HAIR PIN BEND (RIGHT)



NO. 13
HAIR PIN BEND (LEFT)



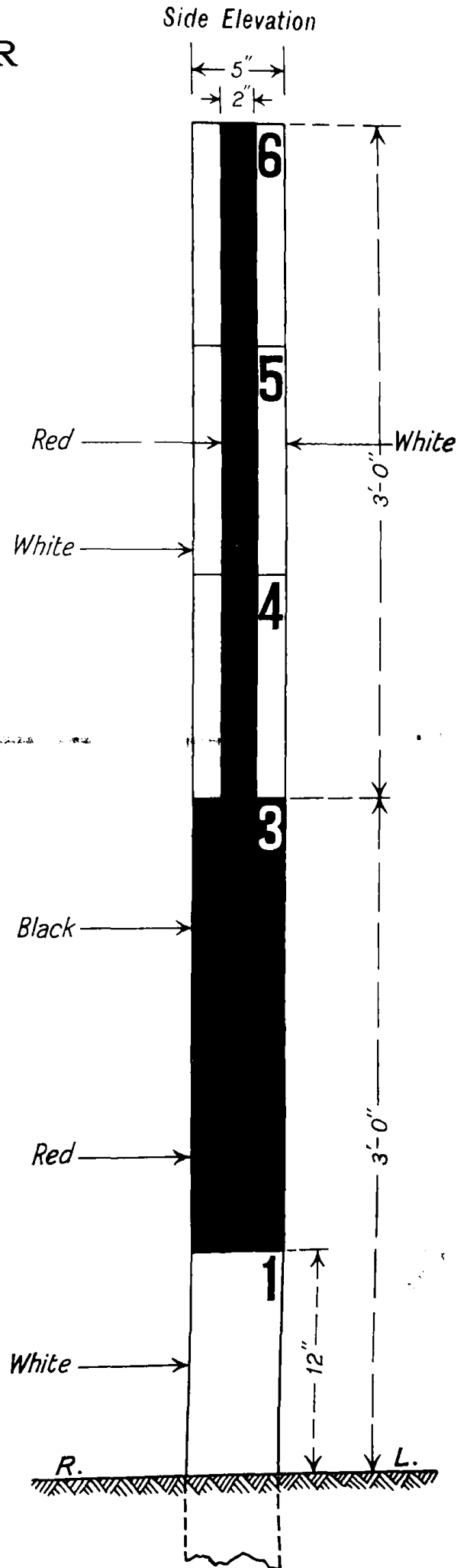
No: 14.
NARROW BRIDGE.



- (1) General Specifications.
As for other warning signs.
- (2) This sign should be sparingly used and only in cases of real danger of two vehicles meeting on a blind bridge too narrow for them to pass each other.

No: 15.
**FLOOD GAUGES FOR
 CAUSEWAYS, ETC.**

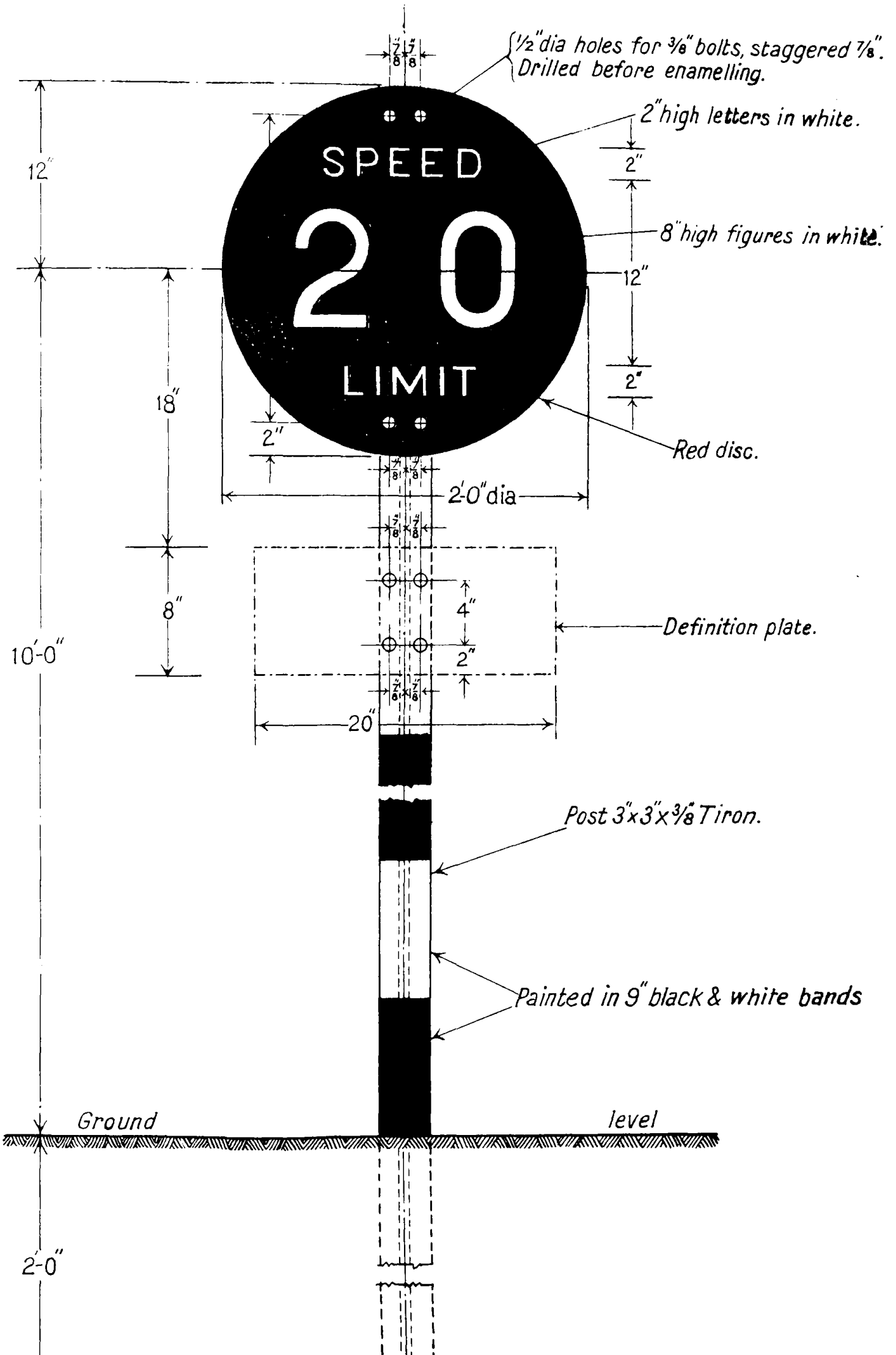
The gauges should be placed on the upstream side of Irish bridges or causeways. They should consist of iron rails or, preferably, some wider section. They should be Six Feet in height from the deepest part of the gap, the bottom one foot should be **WHITE**, the second foot, **RED**, the third **BLACK** and from the top of the **BLACK** i. e. from 3 feet above zero to the top the gauge should be white and have a **RED** line two inches wide running up the centre.



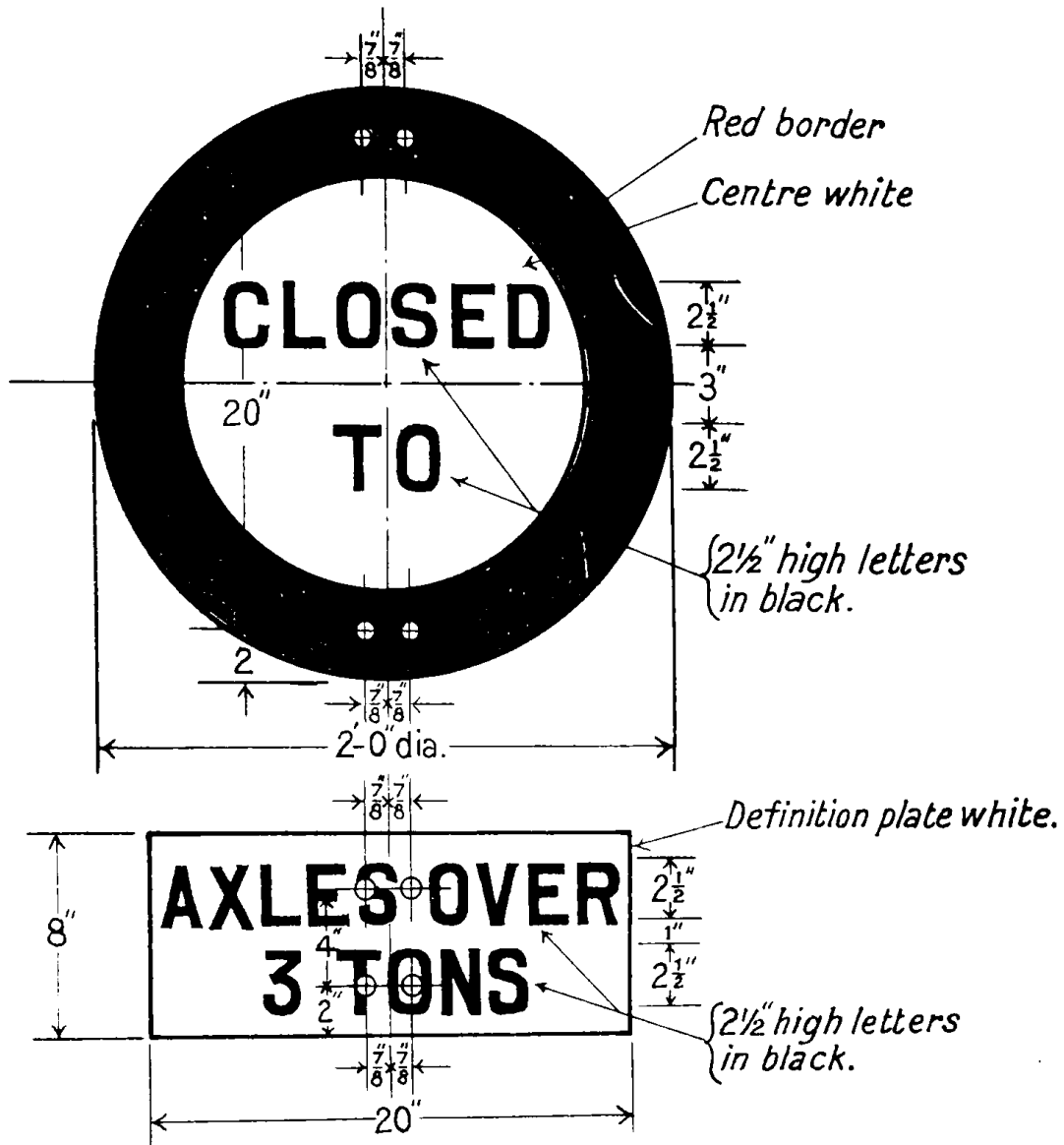
*R. L.—Road Level at lowest point of
 Irish Bridge or Causeways Etc:*

NO. 1

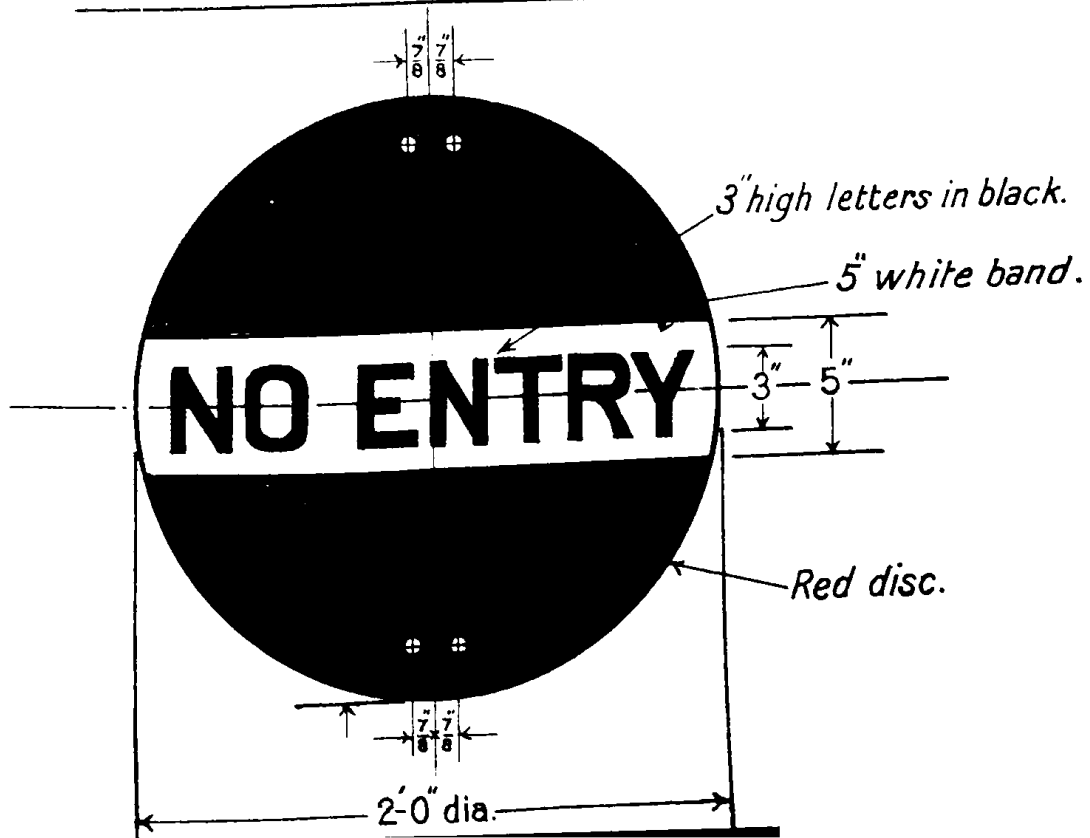
PROHIBITORY SIGN



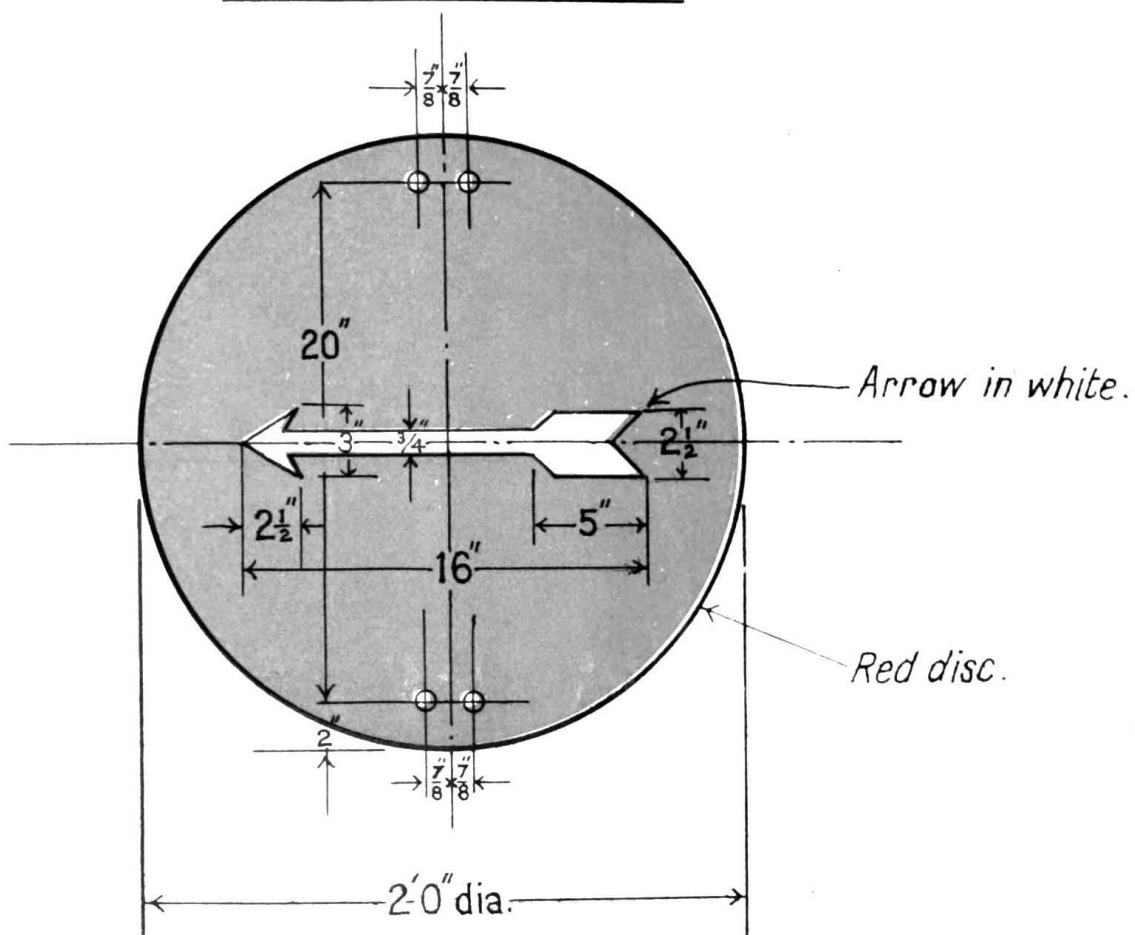
NO. 2
PROHIBITORY SIGN



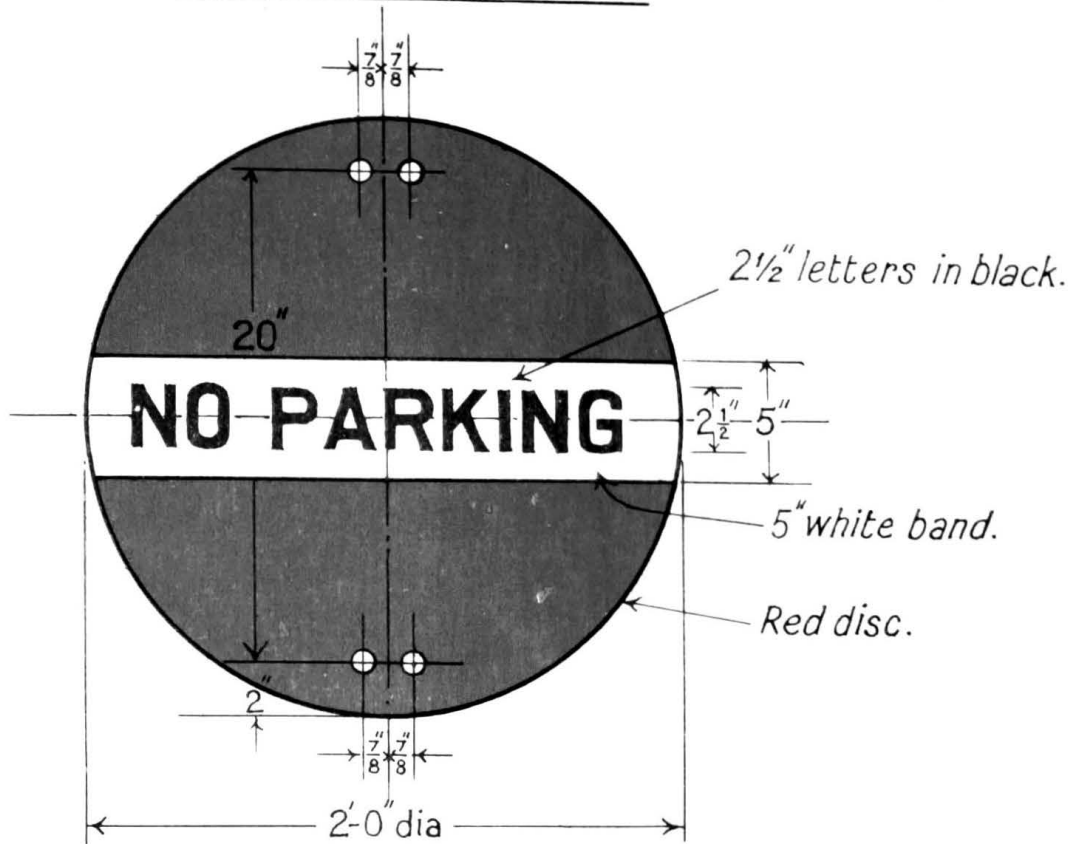
NO. 3
TOTAL PROHIBITORY SIGN



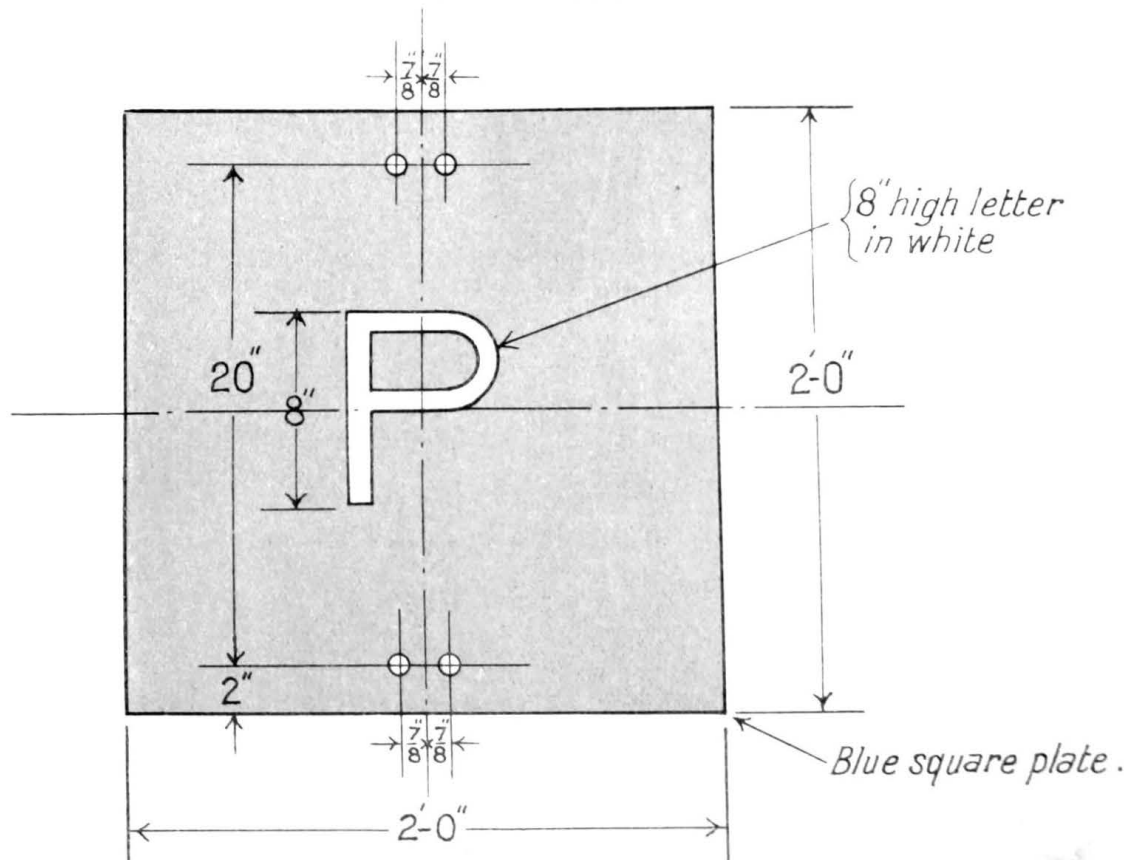
NO. 4
DIRECTION SIGN



NO. 5
NO PARKING SIGN



NO. 6
PARKING SIGN



Geneva, March 26th, 1936.

LEAGUE OF NATIONS.

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

UNIFORM SYSTEM OF MARITIME
BUOYAGE

6

TEXTS OF DRAFT AGREEMENT AND RULES DRAWN
UP BY THE SMALL COMMITTEE IN LONDON,
FEBRUARY 1936

DRAFT AGREEMENT.

The contracting Governments, represented by the undersigned, having decided to unify certain rules relative to buoyage, have agreed on the following provisions:

Article 1.

In all cases in which the competent authorities in the territories of the contracting Governments maintain for the benefit of navigators marks or other signals for the purposes mentioned in the annexed rules, each of those Governments undertakes that only measures in conformity with the provisions of the said rules will be taken by such authorities for the particular purposes in question. These measures shall be taken as soon as possible, and in any case before the expiry of a period of ten years from the entry into force of the present Agreement as regards the territory concerned in accordance with Articles 5, 7 or 9, as the case may be.

Every contracting Government that has completed the application of the aforesaid measures in its territory shall notify the Secretary-General of the League of Nations to that effect; a copy of such notification shall be forwarded by the Secretary-General to the other contracting Governments.

Each contracting Government shall do everything practicable, due regard being had, more especially, to the funds at its disposal, to reduce the length of the transitional period between the initiation and the completion of the application of the aforesaid measures in its territory.

Article 2.

Departures from the provisions of the annexed rules shall only be permitted in virtue of local conditions or exceptional circumstances, and more particularly where the adoption of the rules in question might endanger navigation or where the expenditure involved would be out of proportion to the nature and amount of the traffic.

Such departures from the rules should, nevertheless, be as limited as the situation allows, and proper notice of them should be given to mariners. As far as possible, they should not be such as to lead to confusion with the measures taken under the other provisions of the present rules.

Article 3.

The present Agreement shall not be regarded as in any way modifying the legal situation in the different countries with reference to the relations between the public and the authorities in charge of buoyage and lighting.

Article 4.

The present Agreement, of which the English and French texts are both authentic, shall bear to-day's date. Until and including, it shall be open for signature

on behalf of any Government represented at or invited to the Conference for the Unification of Buoyage and the Lighting of Coasts, which met at Lisbon from October 6th to 23rd, 1930.

Article 5.

Governments may accept the present Agreement by signature only, when the latter is not made subject to ratification, or by ratification or accession.

The instruments of ratification shall be transmitted to the Secretary-General of the League of Nations, who will notify all the Governments concerned of their receipt.

The Agreement shall enter into force on the ninetieth day following its definitive acceptance by ten Governments.

Article 6.

As from, the present Agreement shall be open to accession on behalf of any Government referred to in Article 4.

The instruments of accession shall be transmitted to the Secretary-General of the League of Nations, who will notify all the Governments concerned of their receipt.

Article 7.

When the Agreement has been accepted by ten Governments as required by Article 5, each subsequent signature (if not subject to ratification), ratification or accession shall take effect on the ninetieth day from the date of signature, or of the receipt by the Secretary-General of the League of Nations of the instruments of ratification or of accession.

Article 8.

The present Agreement may be denounced on behalf of any contracting Government after the expiration of a period of five years from the date of the notification provided for in Article 1, paragraph 2. Denunciation shall be effected by notification in writing addressed to the Secretary-General of the League of Nations, who will inform all the Governments referred to in Article 4. Such denunciation shall take effect one year after the date of its receipt by the Secretary-General of the League of Nations, and shall operate only in respect of the Government on whose behalf it was notified.

On the expiration of a period of fifteen years from the coming into force of the present Agreement and on the expiration of every subsequent period of five years, its revision may be requested by any contracting Government. At any other time after the expiration of the above-mentioned period of fifteen years, the revision of the present Agreement may also be requested, provided that the request is made by not less than five Governments.

In addition, any contracting Government may at any time request the revision of the annexed rules on the ground of technical development in the nature or characteristics of marks, lights or sound signals the full benefit of which could not be given to shipping under these rules; provided that any such revision shall only be in the direction of permitting the use of such new development and shall not necessitate any alteration by other contracting Governments of the system adopted under the present rules.

Any request for a revision of this Agreement or of the rules annexed thereto shall be communicated in writing by the contracting Government or Governments concerned to the Secretary-General of the League of Nations, who shall submit such request to the Council of the League for consideration of the means by which effect may be given thereto.

Article 9.

Any contracting Government may, at the time of signature, ratification or accession, declare that, in accepting the present Agreement, it does not assume any obligation in respect of all or any of its colonies, protectorates, or territories under suzerainty or mandate; and the present Agreement shall not apply to any territories named in such declaration.

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

Any contracting Government may declare, either after a period of five years from the date of notification of effect having been given to the rules in the territories named, or at the time of the denunciation provided for in Article 8, that it desires that the present Agreement shall cease to apply to all or any of its colonies, protectorates or territories under suzerainty or mandate, and the Agreement shall cease to apply to the territories named in such declaration one year after its receipt by the Secretary-General of the League of Nations. In default of such a declaration, the denunciation of the Agreement under Article 8 will not affect the application of the Agreement to any territories referred to in the present article.

Article 10.

Each contracting Government may make the acceptance of the present Agreement conditional on its acceptance or on its application by one or more of the Governments referred to in Article 4. In the latter case, if it considers that this condition has been fulfilled, it will notify the Secretary-General of the League of Nations.

Article 11.

The present Agreement shall be registered by the Secretary-General of the League of Nations on the date of its coming into force.

IN FAITH WHEREOF, the undersigned have appended their signatures to the present Agreement.

DONE in a single copy, which has been opened, at Geneva, for the signature of the Governments on and will remain deposited in the archives of the Secretariat of the League of Nations, and of which certified copies will be transmitted to all the Governments referred to in Article 4.

ANNEX.

DRAFT RULES.

CHAPTER I. — GENERAL.

Article 1. — Definitions.

The marks to which the following buoyage regulations apply include all fixed and floating marks, other than lighthouses and lightships properly so called, serving to indicate:

- (a) The lateral limits and axes of navigable channels;
- (b) Natural dangers;
- (c) Other obstructions, such as wrecks;
- (d) Certain other points of importance to the mariner, such as landfalls.

Article 2. — Buoyage Systems.

There are two systems of buoyage, the lateral and the cardinal.

The *lateral* system is generally used for well-defined channels; buoyage-marks indicate the position of dangers in relation to the route to be followed by mariners in their vicinity.

The *cardinal* system is generally used to indicate dangers where the coast is flanked by numerous islands, rocks and shoals, as well as to indicate dangers in the open sea. In this system, the bearing (true) of the mark from the danger is indicated to the nearest cardinal point.

Article 3. — Use of Systems.

One or other or both systems may be used in the same country, according to preference or local requirements, on condition that the limits of their respective use are clearly indicated in nautical documents and, if necessary, by means of appropriate marks.

Article 4. — Method of Characterising Marks by Shape.

The characteristics of the principal types of floating marks are shown either by the shape of the upper part of the body of the mark or by the shape of a superstructure secured to the mark.

The characteristics of the principal types of fixed marks are shown either by the shape of the body of the mark or by the shape of a topmark placed on the mark.

CHAPTER II. — LATERAL SYSTEM.

Article 5. — Position of Marks.

In principle, the position of marks in the lateral system is determined by the general direction taken by the mariner when approaching a harbour, river, estuary or other waterway from seaward, and may also be determined with reference to the main stream of flood tide. The application of the principle shall be defined, as required, by nautical documents.

Article 6. — Principal Types of Marks.

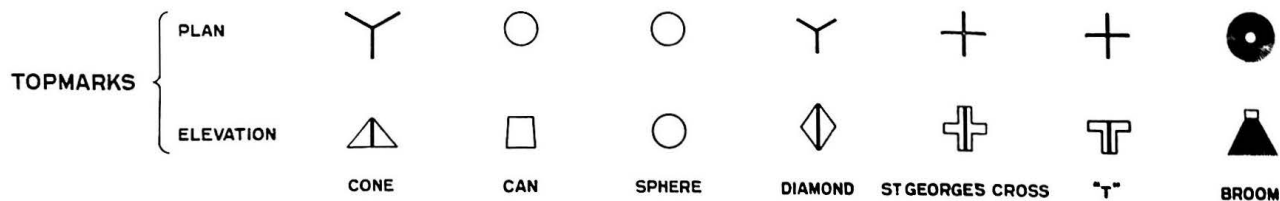
The principal types of marks employed in the lateral system are conical, can, spherical and spar (the last-named including the spindle type — *i.e.*, a tapered spar).

Article 7. — Shapes of Topmarks.

The topmarks for which specific provision is made in these rules have the appearance of:

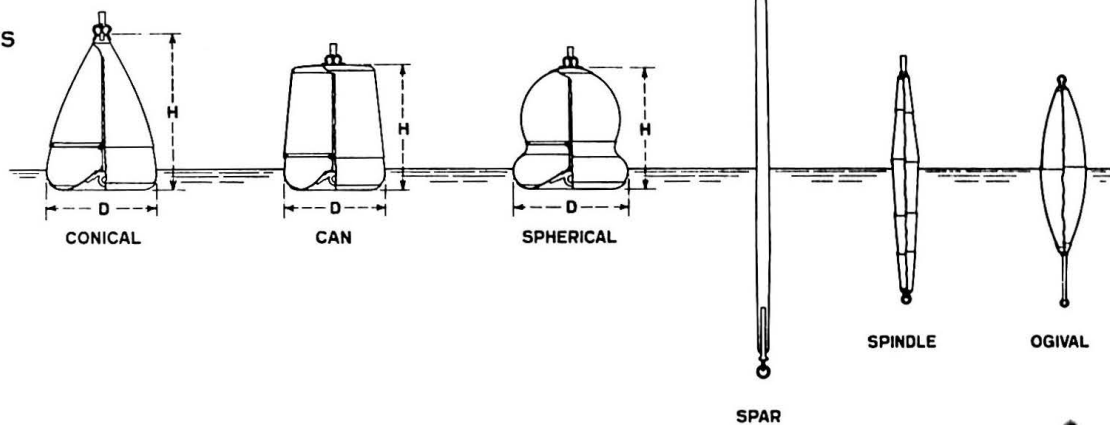
- | | |
|-----------|-----------------------|
| A cone, | A diamond, |
| A can, | A St. George's cross, |
| A sphere, | A "T". |

DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE DRAFT RULES
TYPES OF MARKS

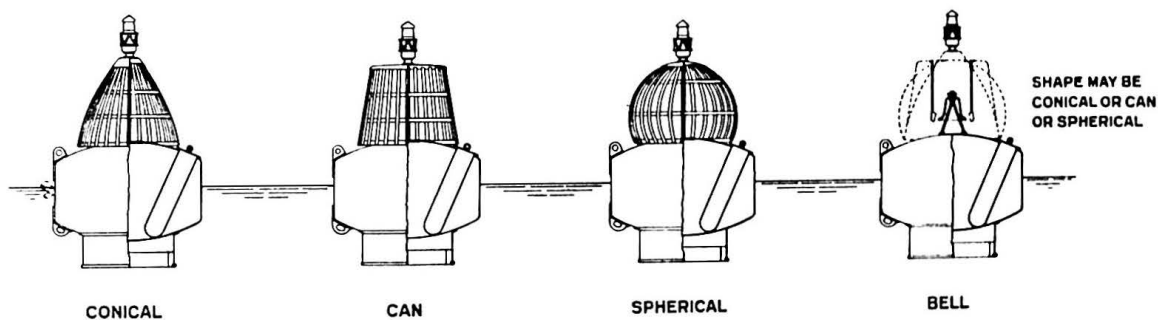


CLASS	D	H	CLASS	D	H	CLASS	D	H
1	12'-0"	16'-4"	1	12'-0"	12'-8"	1	12'-0"	12'-8"
2	10'-0"	13'-6"	2	10'-0"	10'-6"	2	10'-0"	10'-6"
3	8'-0"	10'-10"	3	8'-0"	8'-6"	3	8'-0"	8'-6"
4	6'-0"	8'-2"	4	6'-0"	6'-4"	4	6'-0"	6'-4"
5	5'-0"	6'-9"	5	5'-0"	5'-3"	5	5'-0"	5'-3"

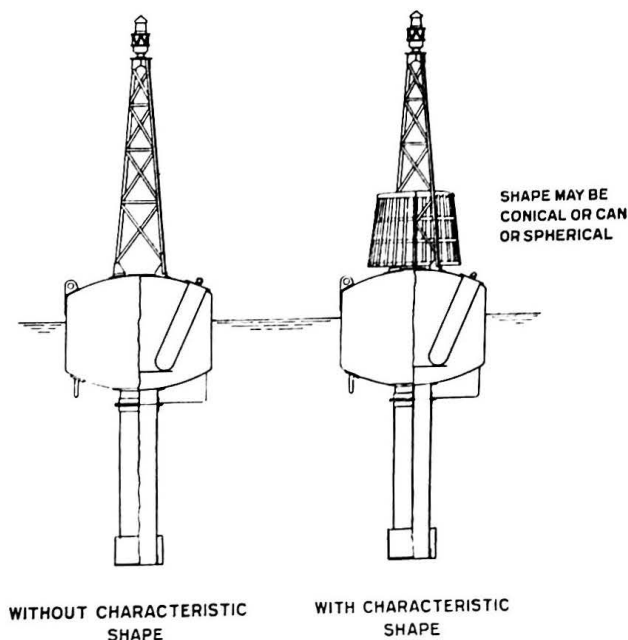
UNLIGHTED BUOYS



LIGHTED BUOYS



LIGHTED BUOYS OF HIGH FOCAL PLANE



Article 8. — Marking of Sides of Channels.

Marks on the two sides of a channel are characterised as follows:

- | | | |
|----------------------------------|---|---|
| (a) <i>Starboard-hand marks:</i> | } | Shape or type: Conical or spar.
Colour: Black, or, for purposes of differentiation, in the case of conical marks, black and white chequers; in the case of spars, for purposes of differentiation or visibility, black with the upper part white.
Topmark (if any): Cone, point upwards, coloured black, or, for purposes of differentiation, a diamond, except at the entrance of a channel.
On spars, a broom in the form of a cone point upwards may be used. |
| (b) <i>Port-hand marks:</i> | } | Shape or type: Can or spar.
Colour: Red, or, in the case of can-shaped marks, for purposes of differentiation, red and white chequers.
Topmark (if any): Can, coloured red, or, for purposes of differentiation, a "T", except at the entrance of a channel. On spars, a broom in the form of a cone point downwards may be used. |

N.B. — The use of yellow instead of white in the chequers is permitted in secondary channels (channels which are alternatives to main channels).

Article 9. — Numbering or Lettering.

If marks at the sides of a channel are numbered or lettered, the numbering or lettering shall commence from seaward, odd numbers on the starboard and even numbers on the port hand.

Article 10. — Lighted Marks.

Lights on marks on the two sides of a channel are differentiated by colour or, where preferred, by rhythm, or by a combination of both colour and rhythm — viz.:

(a) *Starboard-hand lights:* White lights showing one or three flashes or occultations; green lights of a character not allocated to the marking of wrecks (see Article 24); or both white lights and green lights with the above characteristics.

(b) *Port-hand lights:* Red lights showing any number of flashes or occultations up to four; white lights showing two or four flashes or occultations; or both red lights and white lights with the above characteristics.

N.B. — A rapid flashing light is regarded as a single flashing light.

Article 11. — Middle-ground or Bifurcation or Junction Marks.

Marks at the ends of middle grounds have the following characteristics:

Shape or type: Spherical or spar.

Colour: Red and white horizontal bands where the main channel is to the *right* or the channels are of *equal importance*; black and white horizontal bands where the main channel is to the *left*.

Topmarks (if any):

- | | |
|--|---|
| (a) Main channel to the <i>right</i> : | (b) Main channel to the <i>left</i> : |
| Outer end, a can, }
Inner end, a "T", } | Outer end, a cone, point
upwards, }
Inner end, a diamond }
(two cones base to base), } |
| | } Painted
} red;
} black; |

- (c) Channels of *equal importance*:
 Outer end, a sphere, }
 Inner end, a St. George's cross, } Painted red.

N.B. — Where the body of the mark is not spherical, a spherical topmark is placed immediately below the topmarks indicated in (a), (b) and (c), as the case may be.

Lighted Marks. — The characteristics of lights on these marks shall, as far as possible, be distinctive; provided that no colours are used other than those prescribed in Article 10 above, and provided also that neither colour nor rhythm, nor combinations of colour and rhythm, shall be such as to lead to uncertainty with regard to the side on which the marks shall be passed.

When lights with distinctive characteristics cannot conveniently be adopted, the lights shall conform to the rules prescribed in Article 10, and they shall, as far as possible, be differentiated from neighbouring lights.

Article 12. — Mid-channel Marks.

Mid-channel marks serve to indicate the deep-water channel or fairway. They may be passed on either hand, but should preferably be left to port.

These marks are as follows:

Shape: As far as practicable, to be distinctive and different from the principal characteristic shapes (viz., conical, can and spherical).

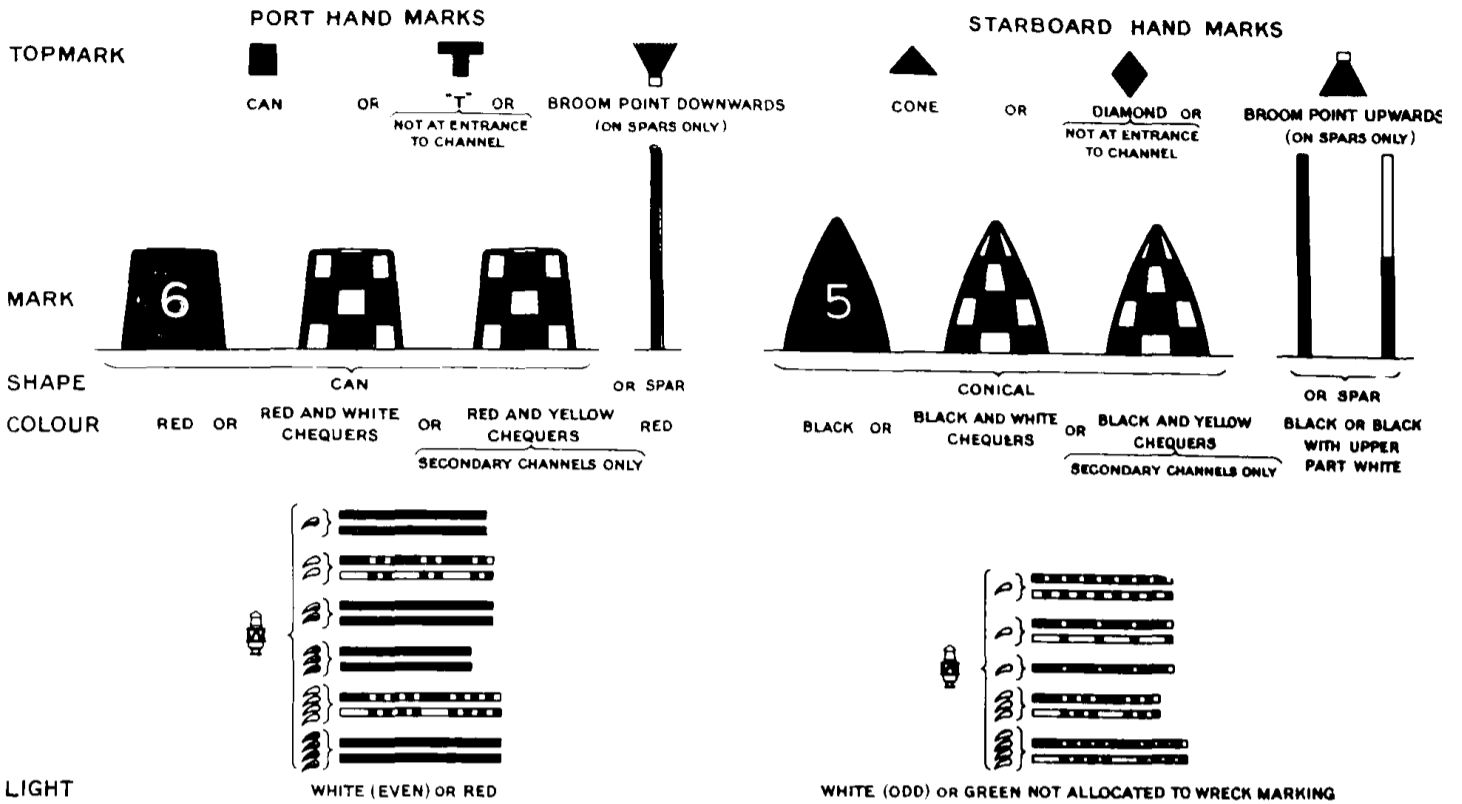
Colour: Black and white, or red and white, vertical stripes.

Topmark (if any): To be of a distinctive shape other than cone, point upwards, can or sphere.

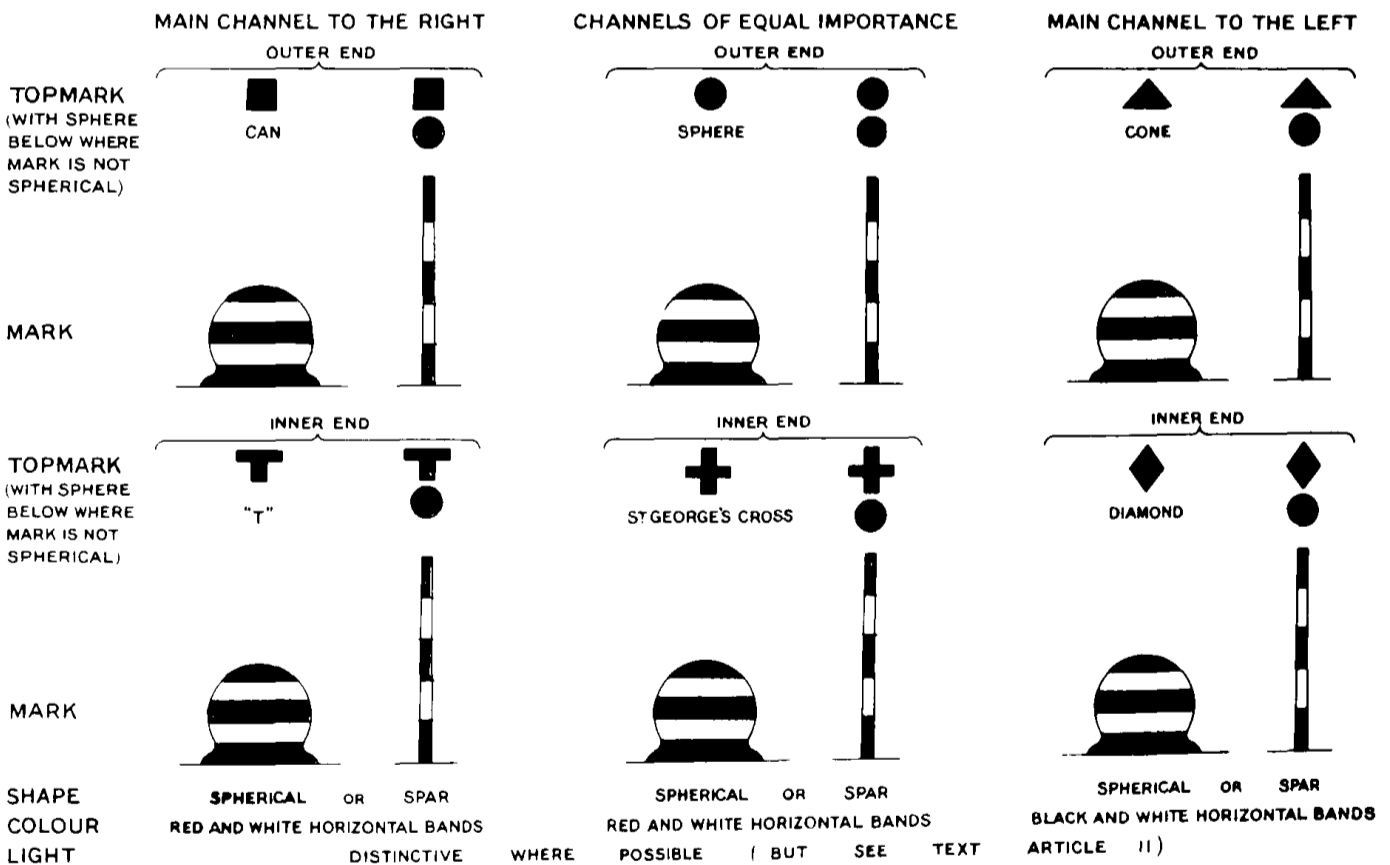
Lights (if any) to be of a character different from neighbouring lights on marks at the sides of the channel.

DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE DRAFT RULES

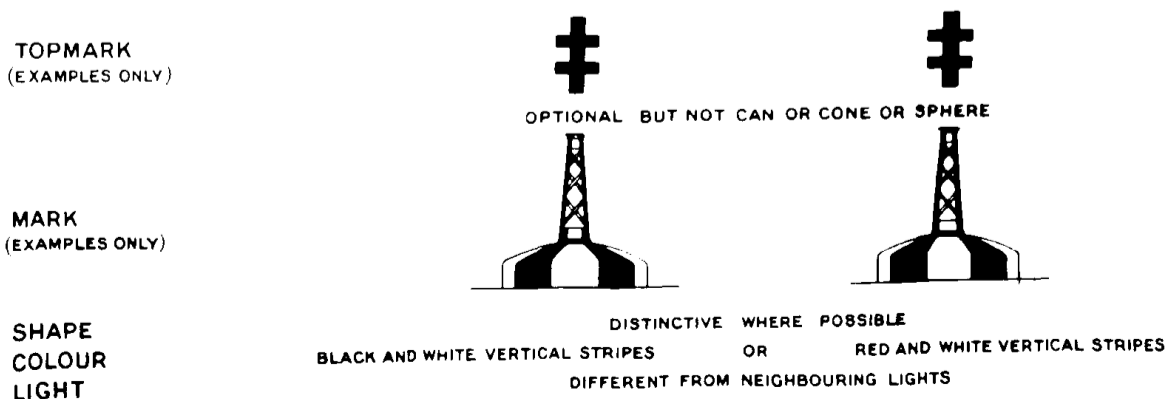
LATERAL SYSTEM



MIDDLE-GROUND OR BIFURCATION OR JUNCTION MARKS



MID-CHANNEL MARKS



CHAPTER III. — CARDINAL SYSTEM.

Article 13. — Principal Types of Marks.

The principal types of marks employed in the cardinal system are: Conical, cylindrical, ogival, spindle and spar.

Article 14. — Shape of Topmarks.

The characteristic topmarks have the appearance of a cone point upwards, a cone point downwards, two cones base to base and two cones point to point. The cones in each case shall be clearly separated.

Article 15. — Characteristic Colours.

The characteristic colours by day for marking dangers are black combined with white, and red combined with white, in horizontal sections.

Article 16. — Allocation of Characteristics to the Quadrants.

The four quadrants, north, south, east and west, are bounded by the bearings N.E., S.E., S.W., and N.W., taken from the point of danger.

Danger marks in the different quadrants are characterised as follows:

Northern Quadrant (N.W. to N.E.):

Shape or type: Conical, or spar.

Topmark (if any): Cone, point upwards.

Colour: Black with a wide white median band.

Light (if any): White, with an odd number of variations (flashing preferably or occulting).

Southern Quadrant (S.E. to S.W.):

Shape or type: Cylindrical, or spar.

Topmark (if any): Cone, point downwards.

Colour: Red with a wide white median band.

Light (if any): Red preferably or white, with an even number of variations (flashing preferably or occulting).

Eastern Quadrant (N.E. to S.E.):

Shape or type: Ogival, or spar.

Topmark (if any): Two cones, base to base.

Colour: Red above, white below.

Light (if any): Red preferably or white, with an odd number of variations (flashing preferably or occulting).

Western Quadrant (S.W. to N.W.):

Shape or type: Spindle, or spar.

Topmark (if any): Two cones, point to point.

Colour: Black above and white below.

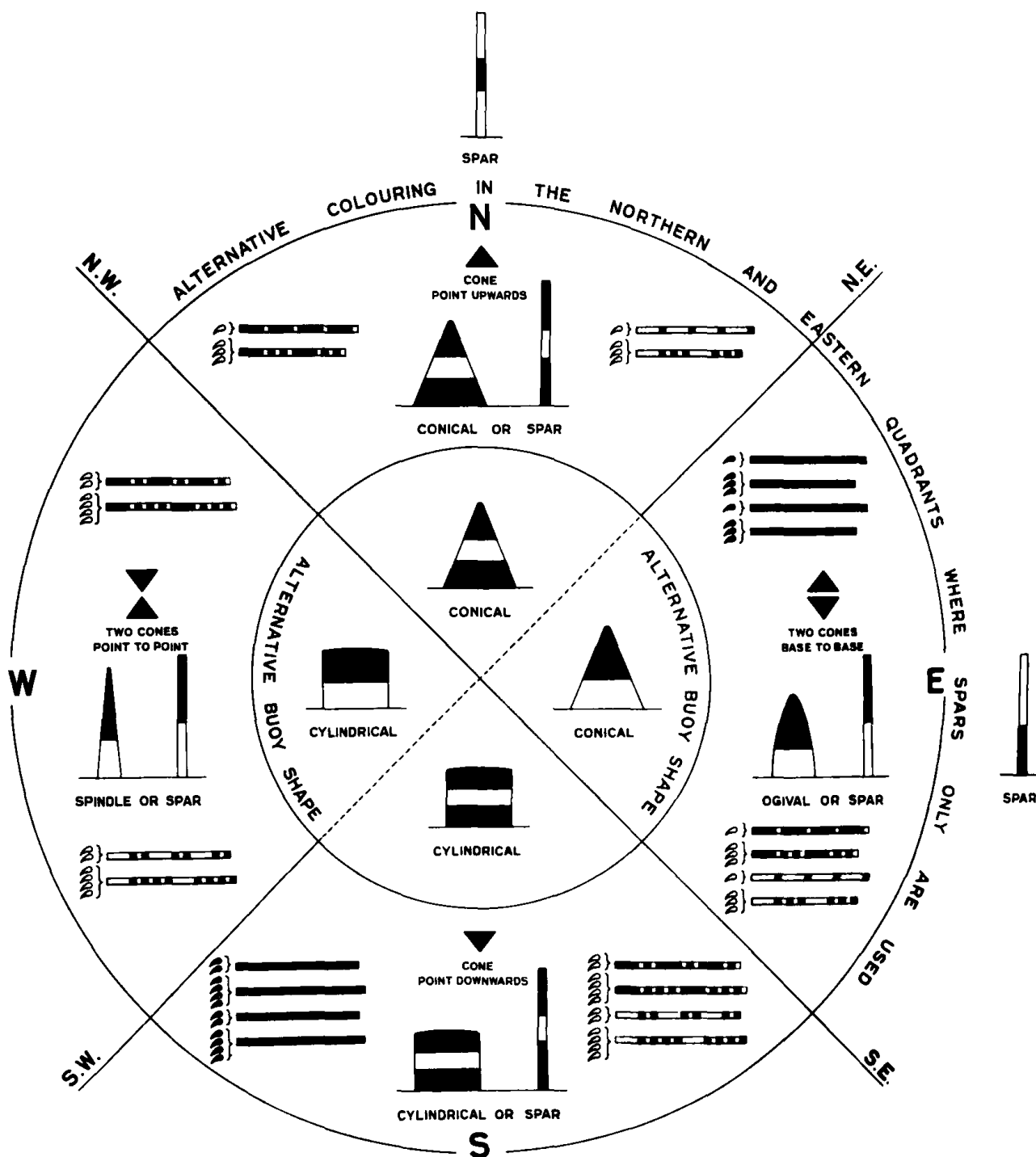
Light (if any): White, with an even number of variations (flashing preferably or occulting).

N.B. — (a) The number of characteristic shapes employed for the body of the mark may, if desired, be limited to two, the conical shape being employed in the northern and eastern quadrants and the cylindrical shape in the southern and western quadrants.

(b) When spars only are used, it may be advantageous in the northern and eastern quadrants to reverse the position of the dark colours; in this case, the northern quadrant mark shall be white with a wide black median band and the eastern quadrant mark shall be white above and red below.

(c) A rapid flashing light is regarded as a single flashing light.

DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE DRAFT RULES
CARDINAL SYSTEM



CHAPTER IV. — MARKS COMMON TO BOTH SYSTEMS AND OTHER MARKS.

Article 17. — Isolated Danger Marks.

Where it is desired to use a special mark for a danger which can be adequately indicated by a single mark and which may be passed on either hand, the mark shall be as follows:

- Shape or type: Spherical or spar.
- Colour: Wide black and red horizontal bands separated, if desirable, by a narrow white band.
- Topmark (if any): Sphere painted black or red, or half-black and half-red, horizontally.
- Light (if any): Rhythmic, either white or red.

Article 18. — Landfall Marks.

Landfall marks serving to indicate the seaward approach to a harbour, river or estuary are as follows:

- Shape: Optional, but must not be misleading, having regard to the rules for channel marking.
- Colour: Black and white, or red and white, vertical stripes.
- Light (if any): Rhythmic.

Article 19. — Transition Marks.

Marks indicating the transition between the cardinal and lateral systems are as follows:

- Shape: Optional, but must not be misleading, having regard to the rules for channel marking.
- Colour: Either red and white or black and white spiral bands.

Article 20. — Quarantine-ground Marks.

Quarantine-ground marks are as follows:

- Shape: Optional, but must not be misleading, having regard to the rules for channel marking.
- Colour: Yellow.

Article 21. — Outfall and Spoil-ground Marks.

Outfall and spoil-ground marks are as follows:

- Shape: Optional, but must not be misleading, having regard to the rules for channel marking.
- Colour: Yellow above and black below.
- Light: Optional, but due regard should be paid to the character of other lighted marks in the vicinity.

Article 22. — Marking of Areas used for Naval, Military or Air Force Practice Purposes.

Buoys indicating the limits of such areas are as follows:

- Shape: Optional.
- Colour: White with two blue stripes intersecting at right angles at the upper extremity of the vertical axis of the mark and extending to the water-line, thus representing a cross when observed from above, in combination, if desired, with lettering indicating in the national language a dangerous area (e.g., in English, "D.A.").

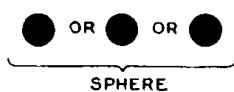
DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE DRAFT RULES

MARKS COMMON TO BOTH SYSTEMS
AND OTHER MARKS

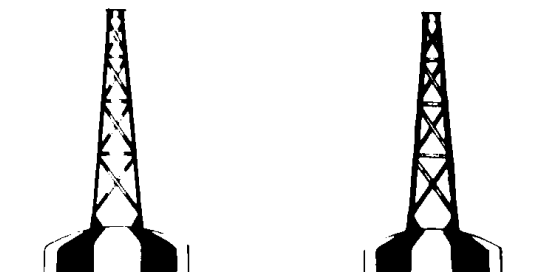
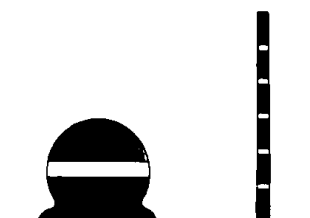
ISOLATED DANGER MARKS

LANDFALL MARKS

TOPMARK



MARK



SHAPE

SPHERICAL OR SPAR

OPTIONAL (SEE FOOTNOTE)

COLOUR

WIDE BLACK AND RED HORIZONTAL BANDS
SEPARATED IF DESIRABLE BY A NARROW WHITE BAND

BLACK AND WHITE VERTICAL STRIPES OR RED AND WHITE VERTICAL STRIPES

LIGHT

RHYTHMIC (WHITE OR RED)

RHYTHMIC

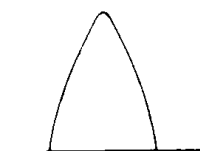
TRANSITION MARKS

QUARANTINE-GROUND MARKS

TOPMARK



MARK



SHAPE

OPTIONAL (SEE FOOTNOTE)

OPTIONAL (SEE FOOTNOTE)

COLOUR

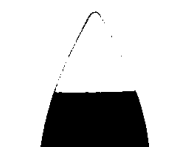
RED AND WHITE SPIRAL BANDS OR BLACK AND WHITE SPIRAL BANDS

YELLOW

OUTFALL AND SPOIL-GROUND MARKS

AREAS USED FOR NAVAL,
MILITARY, OR AIR FORCE
PRACTICE PURPOSES

MARK



SHAPE

OPTIONAL (SEE FOOTNOTE)

OPTIONAL (SEE FOOTNOTE)

COLOUR

YELLOW ABOVE AND BLACK BELOW

WHITE WITH BLUE CROSS
(FOR INSCRIPTION SEE TEXT)

FOOTNOTE

SHAPE IS OPTIONAL AND THE ILLUSTRATIONS ARE TO BE REGARDED AS EXAMPLES ONLY
THE ONLY DEFINITE REQUIREMENT IS THAT THE SHAPE ADOPTED SHALL NOT BE MISLEADING

CHAPTER V. — MARKING OF WRECKS.

Article 23. — General Provisions.

Wrecks may be marked according to the lateral system or the cardinal system.

Nautical documents shall indicate the system or systems in use in each country.

When the presence of a wreck has become generally known, it may then be marked as a natural danger, after adequate notice to this effect has been given to the mariner.

Wreck marks are painted with the characteristic colour green.

Wreck marks should, if possible, carry the letter "W", or, if space permits, as in the case of vessels, the word "Wreck" or the letter "W" followed, where deemed advisable, by the equivalent word in the national language. Such inscriptions shall be painted in white on both sides.

N.B. — Sound signals, if used on wreck marks, shall be such as not to be mistaken for neighbouring sound signals.

CHARACTERISTICS IN THE LATERAL SYSTEM.

*Article 24. — Wreck-marking Buoys.*¹

Colour: Green (including topmark if any).

(a) If to be passed on the *starboard-hand*: Shape or type: Conical, or spar.

Topmark (if any): Cone.

Light (if any): Triple-flashing green.

(b) If to be passed on the *port-hand*: Shape or type: Can, or spar.

Topmark (if any): Can.

Light (if any): Double-flashing green.

If the body of the mark in the cases of (a) and (b) above does not conform to the characteristic shape, the lower part of the mark shall be coloured black or red, as the case may be, but the predominant colour shall be green.

(c) If to be passed on *either hand*:

Shape or type: Sphere, or spar.

Topmark (if any): Spherical.

Light (if any): Single occulting green, the duration of light being appreciably longer to the eye than the interval of darkness.

Where a wreck which can be passed on either hand is marked by more than one lighted buoy, the lights may be differentiated by different periods of occultation, provided that the principle embodied in the preceding paragraph is observed in the case of each light.

*Article 25. — Wreck-marking Vessels.*²

Wreck-marking vessels display green painted shapes.

(a) If to be passed on the mariner's *starboard-hand*:

Two spheres surmounted by a cone point upwards in a vertical line.

(b) If to be passed on the mariner's *port hand*:

A sphere surmounted by a cylinder in a vertical line.

(c) If to be passed on *either hand*:

Four spheres disposed vertically by pairs.

The shapes are disposed so as to be distinctly visible above the vessel's superstructure.

The shapes shall be disposed vertically with a clear space between each shape equal to not less than one and a half times the diameter of the spherical shape.

The horizontal distance between the shapes in (c) shall be as great as possible and in no case less than twice the vertical distance between the shapes.

Lights: Fixed green; shall correspond in number and arrangement to the shapes mentioned above.

Vessels marking wrecks shall not carry the ordinary riding-light carried by a vessel at anchor.

Sound signals: On manned wreck-marking vessels during fog, mist, falling snow or heavy rainstorms, a bell, if used, is rung at intervals of not more than thirty seconds, as follows:

Three strokes, if the vessel is to be passed on the mariner's *starboard-hand*;

Two strokes, if the vessel is to be passed on the mariner's *port-hand*;

Four strokes, if the vessel can be passed on *either hand*.

N.B. — Should sound signals be given by means other than a bell, they shall be such as not to be mistaken for neighbouring sound signals.

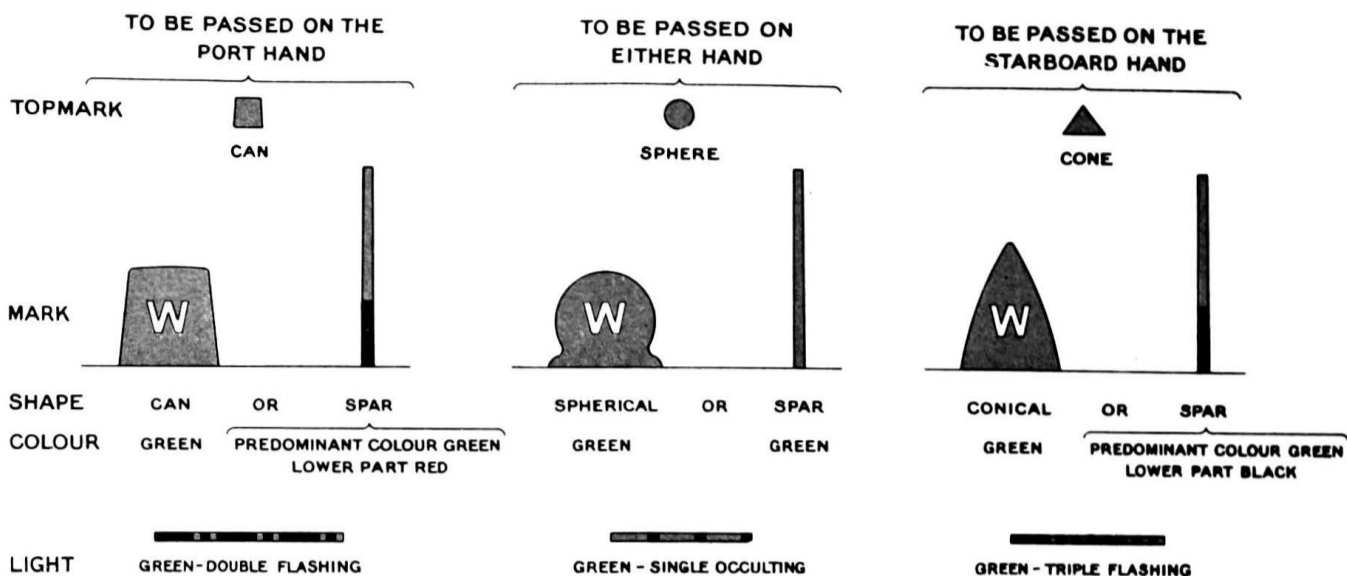
¹ When posts fixed in the ground are used to mark wrecks in shallow waters, they conform to the rules.

² Where shapes and/or lights are exhibited from the wreck itself, instead of a floating mark being used, the colour green shall be employed by day and by night and the shapes and/or lights shall not conflict with the rules laid down in this article.

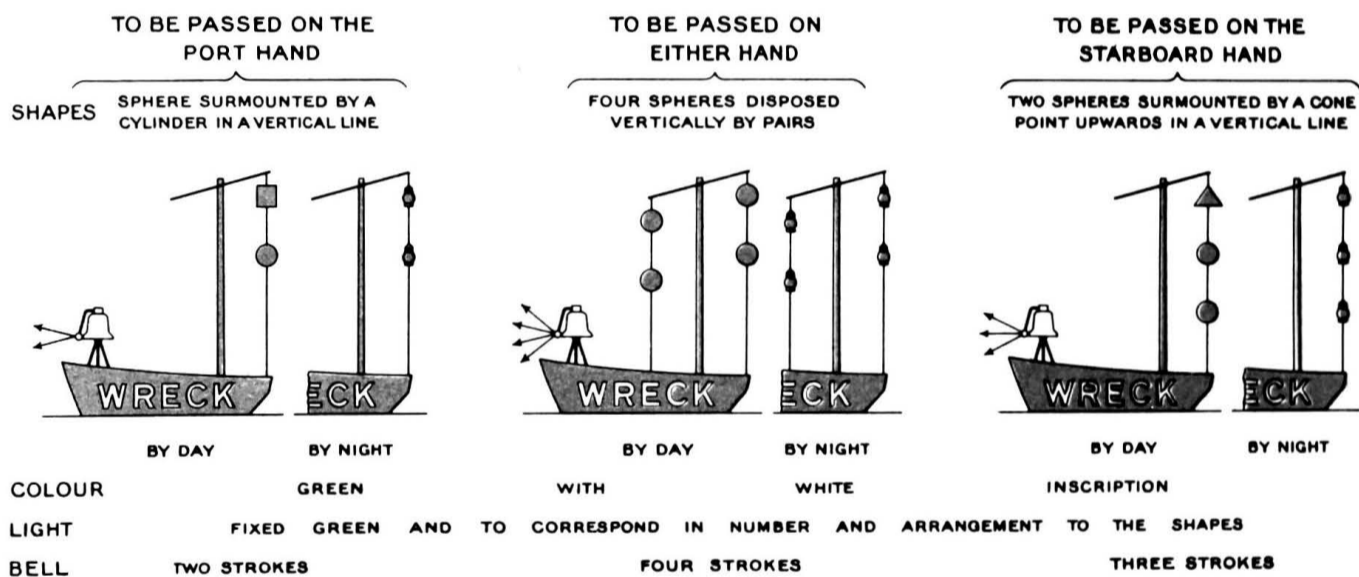
DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE DRAFT RULES

MARKING OF WRECKS

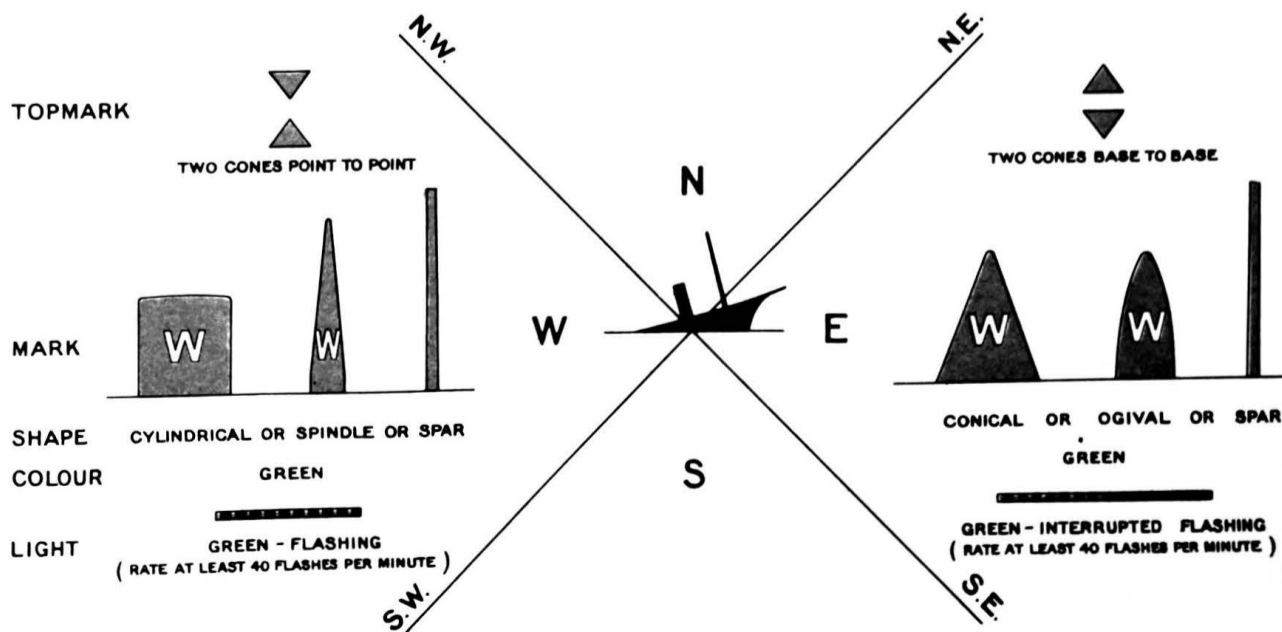
LATERAL SYSTEM
BUOYS



VESSELS



CARDINAL SYSTEM



CHARACTERISTICS OF THE CARDINAL SYSTEM.

Article 26. — Wreck-marking Buoys.

Wreck marks are only placed in the eastern and western quadrants and have the following characteristics:

Eastern quadrant:

Shape or type: Conical, ogival or spar.

Topmark: Two cones base to base.

Colour: Green.

Light (if any): Green, interrupted flashing, giving a succession of rapid flashes, at a rate of at least forty per minute for a given period, followed by a given interval of darkness.

Western quadrant:

Shape or type: Cylindrical, spindle or spar.

Topmark: Two cones point to point.

Colour: Green.

Light (if any): Green flashing, at a rate of at least forty flashes per minute.

N.B. — Topmarks are compulsory either on the main mark or, as in Article 28, in conjunction with it, in order to distinguish the wreck-marking buoys of the cardinal system from the wreck-marking buoys of the lateral system.

CHAPTER VI. — MISCELLANEOUS PROVISIONS.

Article 27. — Undefined Marks.

Marks whose purpose is not defined in these rules are coloured in such a way as not to lead to confusion with marks whose purpose is defined in these rules. Bell buoys and whistle buoys have, if practicable, the characteristics appropriate to their position in accordance with the foregoing rules.

Certain fixed marks indicating, for instance, the direction to be followed by a mariner may be provided with characteristics which allow them to be distinguished clearly from floating marks.

Article 28. — Topmarks.

When, owing to damage or to other exceptional circumstances, a mark or its superstructure, having regard to its position in the system, does not conform to the characteristic shape laid down in the foregoing rules, it shall, pending, for example, repair or replacement, be furnished with the appropriate characteristic topmark. Alternatively, an additional mark bearing the appropriate topmark may be used.

Where not otherwise stated in the foregoing rules, topmarks are painted with the darker of the characteristic colours used for the body of the mark. This provision is not obligatory when brooms are employed as topmarks.

For purposes of differentiation where there are numerous neighbouring marks, additional topmarks of the same shape may be used on the same mark or the lower cone alone may be duplicated in the case of topmarks used in the eastern and western quadrants of the cardinal system.

Article 29. — Fixed Lights.

The use of fixed lights, especially white lights on fixed and floating marks, which serve the sole purpose of the marking of a channel, should be avoided whenever practicable, except in the case of wreck-marking vessels, where the lights should conform with Article 25.

Article 30. — Harbour Lights.

In the case of lights placed on external permanent works at the entrance to harbours opening directly on to the sea and whose principal purpose is to mark the channel, the colour and rhythm should, as far as possible, be in accordance with the provisions of Article 10. This rule need not be applied in the case of harbours which do not open directly on to the sea or in the case of lights situated within harbours if, in the opinion of the responsible authorities, local conditions render other characteristics preferable.

The present article does not relate to lights which are placed on fixed supports and which cannot be confused with lights forming part of the buoyage system properly so called.

Article 31. — Coloured Sector Lights and Leading Lights.

Where coloured sectors are used in lights forming part of the lateral system of buoyage, it is desirable, when circumstances permit, that their colours should be in accordance with Article 10. In cases where this is not considered practicable, the colours should preferably be allocated in accordance with a definite rule laid down for a particular region, in order that the sectors may be arranged in the same manner when the circumstances are similar.

Where a leading light or lights might be mistaken for a light or lights forming a part of the lateral system, the colour should be in accordance with one or other of the principles laid down in the preceding paragraph.

Article 32. — Fixed Supports for Lights.

Fixed supports for lights forming part of the lateral system of buoyage should, as far as practicable, be painted in the colour characteristic of the position of the light in that system. If the correct characteristic colour cannot be used, the opposite characteristic colour should be avoided.

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

Official No.: **A. 20.** 1935. VIII.
Addendum.

Geneva, August 1st, 1936.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

POLLUTION OF THE SEA BY OIL

SUMMARY OF ADDITIONAL REPLIES TO THE QUESTIONNAIRE

A summary of the replies received up to August 15th, 1935, to the questionnaire of January 23rd, 1935, on the subject of the pollution of the sea by oil was published in Chapter II of a document communicated to the Assembly (sixteenth session).¹ Replies from the following countries were summarised: Union of South Africa, United States of America, Australia, United Kingdom (and Newfoundland), Bulgaria, Canada, China, Czechoslovakia, Free City of Danzig, Denmark, Egypt, Estonia, France, Hungary, Iceland, India, Iraq, Irish Free State, Italy, Latvia, Lithuania, Monaco, Netherlands (and Colonies), New Zealand, Norway, Poland, Spain, Sweden and Turkey.

Since then, replies have been sent by Chile, Finland, Greece, Guatemala, Japan, Mexico, Portugal, Roumania, Venezuela and Yugoslavia, and a supplementary reply to one of the points in the questionnaire has been received from the United Kingdom.

1. EFFECT OF OIL POLLUTION.

(a) *Birds.*

Finland.

Apart from the death of a large number of sea-birds as the result of the wrecking of two ships off the Finnish coast several years ago, there have been few reports of deleterious effects.

Greece.

None.

Guatemala.

None, perhaps due to the fact that the oil residua discharged by vessels in or outside ports, besides being trifling in quantity, are immediately carried away by the current.

Mexico.

Some danger to bird life has been noticed in one bay.

Portugal.

Deleterious effects have been observed in certain areas.

Venezuela.

Deleterious effects have been noticed in certain areas.

Yugoslavia.

None.

(b) *Fish and Fishing Industry.*

Chile.

None, doubtless because the number of oil-burning ships passing through Chilean waters is comparatively small, the waters are very open and are constantly renewed by the Humboldt current.

¹ Document A.20.1935.VIII.

Finland.

None.

Guatemala.

See 1 (a).

Japan.

See 2 (b) and (c).

Mexico.

See 2 (b).

Portugal.

See 2 (b) and (c).

Roumania.

See 2 (b).

Venezuela.

See 2 (a), (b) and (c).

Yugoslavia.

None.

(c) *Resorts.*

Finland.

The effects of the polluting by oil of the port of Rauma in 1928 were still noticeable in 1935 on the shore and beach. The bathing resorts of other towns, including Helsinki, have suffered from similar inconveniences, including a danger of fire.

Portugal.

Inconveniences have been noticed at several resorts.

Roumania.

Owing to the oil pollution of certain shores, it is impossible to bathe there for days at a time.

Yugoslavia.

None.

(d) *Danger of Fire in Harbours.*

Finland.

It is believed that oil pollution constitutes a danger of fire for all the equipment of a port.

Greece.

None.

Venezuela.

There is a risk of fire at La Guayra and Puerto Caballo owing to oil pollution in the harbours.

Yugoslavia.

None.

2. EFFECT ON FISH AND FISHING INDUSTRY.

(a) *Fish in Open Sea.*

Chile.

None.

Roumania.

The deleterious action of oil chiefly affects deep-sea eggs and larvæ, from which emerge many useful species and which at the same time constitute the food of many forms of life that are of economic importance. Fish are particularly sensitive to oily substances and keep away from any contaminated area.

Venezuela.

None.

Yugoslavia.

None.

(b) *Inshore Fisheries.*

Chile.

None.

Japan.

The effects of the pollution of coastal waters by oil and oily mixtures discharged at sea are mainly observed on the fishing industry (fish, shell-fish, edible seaweeds, etc.). For instance, in 1929, a fuel-oil vessel, carrying 170 tons of fuel oil, sank at anchor in the neighbourhood of its oil-storage depôt as the result of a storm. The oil was carried by a strong west wind as far as the edible seaweed cultivation beds of the fishing association, off Kawasaki in Tokio Bay, with the result that an exceedingly promising edible seaweed bed was rendered unfit for gathering and a loss of 880,000 yen was incurred. Some years ago, the discharges of oily mixture and oil from an oil-refining factory on the shore gave an oily smell to fish and shell-fish of the neighbouring sea, rendering them unfit for consumption.

Mexico.

Dead oysters of the species *Ostrea rostrata* (Chemnitz) and dead oyster spawn, impregnated with oil, have been found in the port of Vera Cruz.

Portugal.

In certain areas, great damage has been caused to the permanent stock-pools for lobsters and blue crayfish (lavagantes). In several places, marine growths have either partly or entirely disappeared. One area reports the total disappearance of the common cibol plant. Another area reports the disappearance of certain species of fish and oysters, and the marine gastropod molluscs known as "burriés" (sea-snails).

Roumania.

The quays of the port of Constantza have been observed littered with the shells of dead oysters. Shrimps and fish caught in the polluted harbour-zone have an unpleasant flavour which impregnates their whole flesh. The same thing was noticed in the case of fish which are normally of excellent flavour — e.g., mullet (*Mugil cephalus*) — but had become inedible (1934).

Venezuela.

The discharge of oil in the port of La Guayra has brought about a considerable decline in the number of small fish. Shell-fish in the vicinity have also suffered. Similar effects have been noticed at Maracaibo.

Yugoslavia.

None.

(c) *Fishermen's Calling.*

Chile.

None.

Japan.

In the first of the two cases mentioned under 2 (b), the seaweed cultivators claimed compensation for damages sustained, and, in the second case, request also that the installations of the factory in question should be improved.

Portugal.

In one area, nets and fishing tackle impregnated with black viscous matter could only be cleaned by repeated boiling and washing.

Venezuela.

In certain areas, fishermen have been obliged to go farther out to sea because of oil pollution in coastal waters.

Yugoslavia.

None.

3. WILLINGNESS TO SUBSCRIBE TO AN INTERNATIONAL REQUIREMENT FOR FITTING (AFTER DUE NOTICE) COMPULSORY SEPARATORS FOR SEPARATING OIL FROM WATER ON OIL-CARRYING AND OIL-BURNING VESSELS, WITH OR WITHOUT CERTAIN EXCEPTIONS.

Chile.

Such a requirement is unacceptable because of lack of space on existing vessels which are of small tonnage. In any case, there is no oil pollution in Chilean waters, owing to the very open coasts.

Finland.

While the effects of oil pollution in Finnish waters appeared to be less serious in 1935 than in preceding years, the Government considers that such effects are likely to increase. It consequently favours the imposition of an obligation, one year after the entry into force of a future Convention, to fit large oil-carrying and oil-burning ships with separators. An exception to this rule should be made in the case of small vessels — for example, those of 150 tons gross — for which each Government should have the right to fix the time at which separators should be installed.

Greece.

The Government considers that, in view of the present economic situation, the installation of separators should only be optional.

Japan.

The Government is, in principle, favourable to the fitting of separators on oil-carrying and oil-burning ships, but it cannot accept an international requirement making the fitting of separators compulsory on existing ships. Such an obligation would impose a heavy financial burden on shipowners, who are already suffering from the crisis. In some cases, the fitting of separators on such ships would meet with technical difficulties.

* * *

Total number and tonnage of Diesel ships and tankers over 1,000 tons gross			Fitted with separators		
Classification of ships	Number	Tonnage	Number	Tonnage	
Ordinary ships with Diesel engines	Over 5,000 tons	54	438,870	26	247,433
	Under 5,000 tons	24	65,364	—	—
Total	78	504,234	26	247,433	
Tankers with Diesel engines	Over 5,000 tons	8	65,801	2	19,567
	Under 5,000 tons	1	1,126	—	—
Total	9	66,927	2	19,567	
Tankers (other than with Diesel engines)	Over 5,000 tons	8	52,985	—	—
	Under 5,000 tons	2	2,235	—	—
Total	10	55,220	—	—	
Grand total	97	626,381	28	267,000	

N.B. — The figures, which were established in October 1934, concern only ships registered in Japan proper.

Mexico.

Yes.

Portugal.

Certain departments appear to be favourable to such installation.

Yugoslavia.

Would accept, if necessary, such compulsory installation.

4. WILLINGNESS TO SUBSCRIBE TO AN INTERNATIONAL REQUIREMENT TO DESIGN SEPARATORS AND FIT THEM TO *New OIL-CARRYING AND OIL-BURNING VESSELS.*

Chile.

See 3.

Finland.

Such an obligation should be effective from the ratification of the Convention.

Greece.

See 3.

Japan.

The Government is prepared to agree to an international requirement that such separators should be designed for and fitted to all new ships of 1,000 tons gross and over intended to carry or burn oil, if this measure proves itself effective to improve the situation.

Mexico.

Yes.

Portugal.

The Merchant Shipping Department favours the obligation for vessels of more than 5,000 tons gross.

Yugoslavia.

Yes.

5. LIST OF AVAILABLE SEPARATORS ON MARKET, WITH PARTICULARS OF THEIR NATURE, CAPACITY AND COST.

Chile.

None.

Finland.

None.

Greece.

None.

Japan.

List of the separators available on the Japanese market :

Make of separator	Capacity in tons per hour	Approximate price (including fitting expenses)
Fisher	120	£500
" Steam Line " : Deutschewerft	50-70	£350
" Steam Line " : Deutschewerft	100-120	£500
" Uruga-shiki " : Uruga Dockyard Co., Ltd.	60	3,000 yen
" Kato-shiki " : Mitsubishi Heavy Industry Co., Ltd.	60	3,000 yen
" Kawasaki-shiki " : Kawasaki Dockyard Co., Ltd.	100	3,000 yen
" Tama-shiki " : Tama Dockyard Mitsuibussan Co., Ltd.	80	4,000 yen
" Turbolo Otto " : Rud Meyer, Germany	100	4,000 yen
" Comyn A Type " : Richard Garret Engineering Works, Ltd.	50-150	4,200 yen
" Turbolo Vertical Type " : Deutschewerft, Hamburg.	150	7,000 yen

Yugoslavia.

None.

6. LIST OF AVAILABLE SEPARATORS IN COMMERCIAL AND NAVAL PORTS.

Chile.

None.

Finland.

None.

Greece.

The Shell and Standard Oil Companies at the Piræus are equipped with separators.

Japan.

There is one separating barge in the naval port of Kure.

Mexico.

The Government furnished particulars of the twelve separators used by the Mexican Eagle Oil Company, Minatitlán.

The following table shows the capacity, output and approximate cost of the separators :

Separator No.	Capacity : cubic metres	Output : cubic metres per hour	Cost in pesos
1	50	36	2,500
2	450	360	27,000
3	15,000	3,600	42,000
4	96	90	3,500
5	64	60	3,000
6	1,528	1,500	8,000
7	120	90	3,600
8	180	150	4,200
9	224	180	4,600
10	280	240	4,100
11	1,600	240	5,600
12	150	240	2,300
Total			110,400

In many of the separators the output can be adjusted by means of sluices.

Ships mooring at the wharves of the refinery discharge their ballast water into the separators near the bank of the river, and these remove the oil and return the clean water into the stream.

A report (1935) from the official Oil Department adds that in the last eight years no complaints have been made against the Mexican Eagle Oil Company in respect of oil entering the river from its refinery, oil-fields or vessels.

At the port of Tampico, eight firms use the plant for the purification of ballast or waste water of certain oil-carrying ships, and of refineries situated in that port. The treatment capacity of one plant is mentioned as approximately 34,000 cubic metres, and of another as 86,000 cubic metres, daily.

Yugoslavia.

None.

7. REPRESENTATIONS REGARDING INADEQUACY OF PORT FACILITIES OF THIS KIND.

(a) *In the Country in Question.*

Greece.

None.

Japan.

None.

Mexico.

It is essential that separators should be available at Alvaro Obregon, Puerto Mexico, Tampico and Tuxpan.

Yugoslavia.

None.

8. SCIENTIFIC OR OTHER EVIDENCE REGARDING EXTENT OF OIL POLLUTION AT SEA.

United Kingdom of Great Britain and Northern Ireland.

The scientific investigations undertaken on behalf of the Government of the United Kingdom, to which reference was made in the Government's reply to question 8 of the questionnaire,¹ are not yet complete. So far as they have gone, however, these investigations support the conclusion that fuel oils on the surface of the sea can drift almost indefinitely. If any of the more volatile constituents of the oils are lost by evaporation, the quantity so lost represents only a small proportion of the whole. On the other hand, if the oils are left to themselves, it does not appear that any part of them will sink. Furthermore, the oils have not been found to undergo any chemical change such as might render them less viscous and harmful, although they become dispersed as a thin film. There are, it is true, indications that an oil film on turbid water may pick up sufficient sand to constitute a mixture that is heavier than water and will eventually sink. The physical properties of patches of oil may also be modified as a result of entanglement with small marine organisms, with the consequent formation of frothy masses that are less viscous in character than the original oil. The investigations indicate, however, that, subject to these qualifications, it remains broadly true that the chemical and physical properties of fuel oils are such that they can float more or less indefinitely. An oil film in the open sea may disappear from sight in a few days, but it

¹ See document A.20.1935.VIII, page 29.

persists as an invisible film which will be liable ultimately to drift inshore, where it will adhere to the beaches and in time make them appreciably foul. It follows that a zone, even of 150 miles, would not be likely to provide a complete remedy for the evil of oil pollution. Such a zone would, however, certainly mitigate the nuisance.

Among the various factors which influence the distance to which oil will spread in tidal waters must be counted the permanent currents which are superimposed on the tidal streams, and other investigations have related to this point.

There is a strong oscillatory movement in the English Channel, and it is known, as the result of observation, that there is a permanent surface set of about six miles per day from west to east under summer conditions; in winter, it would be greater.

Drift bottles thrown overboard in the western entrance pass through the Straits of Dover and are stranded in Belgium, Netherlands, Germany, Denmark and Norway. Strandings on the English coast are not so frequent.

A permanent tongue of water of relatively high salinity projects from the Channel into the North Sea.

Long-continued experiments carried out at the Varne Light-vessel with the Carruthers drift indicator show a set into the North Sea, which is sometimes reversed by strong northerly winds.

A similar current sets southwards on the east shores of the Shetland and Orkney Islands, Scotland and Northern England. It turns east towards Denmark and then northwards along the Norwegian coast.

Recent tidal-stream observations at numerous light-vessels over a lunar period show permanent sets superimposed on the tidal streams :

North Goodwin Light-vessel	156°	0.32 knot
Kentish Knock Light-vessel	350°	0.06 knot
Outer Gabbard Light-vessel	145°	0.17 knot

These permanent currents are to be ascribed to the combined influence of tides, winds, differences of density and the difference between gain by permanent inset from the Atlantic Ocean, rain and rivers, and loss by evaporation.

The distance to which oil will spread must be dependent on the strength of the permanent current to which it is exposed before it vanishes from the surface.

Finland.

The Government states that no complaints have been received from the Finnish merchant-marine or the navy, the former of which uses liquid fuel to a small extent. At the same time, the competent authorities are in favour of the conclusion of a Convention to diminish the effects of oil pollution.

Greece.

None.

Japan.

None.

Yugoslavia.

None.

9. OTHER OBSERVATIONS OF GOVERNMENTS.

Mexico.

It is suggested that consigning firms should instruct captains of tank vessels to discharge their ballast water in the open sea — *i.e.*, at a distance of over ten miles from the coast — so as not to harm fishermen exercising their calling in Mexican territorial waters, or that, failing this, they should refrain from discharging their ballast water until they reach port, making use of the separation and purification facilities to be found there.

Roumania.

The whole coast-line of the Black Sea and the zone of the Danube Delta are covered, not only with permanent ponds, but with vast marshes which constitute a most favourable place for the hatching of mosquito eggs and which are, accordingly, centres for the propagation of malaria. These are places where oily residues might be usefully discharged for the benefit of humanity.

Venezuela.

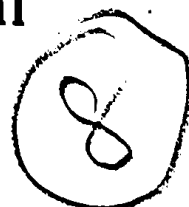
The information furnished by the Government on the deleterious effects on fish and the danger of fire in ports should not be regarded as conclusive evidence.

Geneva, August 10th, 1936.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

POLLUTION OF THE SEA BY OIL



**REPLIES OF GOVERNMENTS RELATING TO THE DRAFT CONVENTION
AND DRAFT FINAL ACT**

On July 19th, 1934, the United Kingdom Government addressed a letter to the Secretary-General of the League on the subject of the pollution of the sea by oil.

The report of the Second Committee of the Assembly (fifteenth ordinary session, 1934) provided for an initial enquiry to be undertaken by the Communications and Transit Organisation on the understanding that after this enquiry the Organisation would convene experts belonging to various countries to study the problem more closely. The Chairman of the Advisory and Technical Committee for Communications and Transit invited experts from certain countries to study the question, and the first session of the Committee of Experts was held at Geneva from November 19th to 23rd, 1934.

On December 8th, 1934, the Secretary-General informed the Council that, in pursuance of the work of the Committee of Experts, the Transit Organisation recommended the conclusion of an international convention on this subject, and submitted to the Council a memorandum adopted by the Committee explaining the object of such a convention and the advantages to be derived therefrom. The Council approved the conclusions of the memorandum and adopted the following resolution on January 11th, 1935 (eighty-fourth session) :

“ The Council :

“ Authorises the Communications and Transit Organisation to make all necessary preparatory studies with a view to facilitating the future conclusion of an international convention in regard to the pollution of the sea by oil.”

With a view to giving effect to the resolution adopted by the Council, and in accordance with the request of the Chairman of the Advisory and Technical Committee, the Secretary-General addressed, on January 23rd, 1935, a circular letter, with a subjoined questionnaire, to States Members of the League and non-member States.

In the report¹ on the work of the Organisation for Communications and Transit between the fifteenth and sixteenth ordinary sessions of the Assembly adopted by the Assembly, there was an account of the progress made by the Organisation in the technical examination of the problem, with particular reference to the replies² to the questionnaire sent to Governments.

On September 24th, 1935 (sixteenth ordinary session), the Assembly adopted a resolution which read, in part, as follows :

“ The Assembly,

“ Notes with satisfaction the work performed by the Communications and Transit Organisation between the fifteenth and sixteenth ordinary sessions of the Assembly ;

“

¹ Document A.47.1935.VIII.
² Document A.20.1935.VIII. Replies received subsequent to the publication of this document appear in an Addendum, 1936.

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“ Taking note of the admirable work performed by the Communications and Transit Organisation in investigating the problem of the pollution of the sea by oil, and of the replies received from Governments to the questionnaire addressed to them :

“ Considers that the subject of the pollution of the sea by oil is one suitable for solution by an international convention ;

“ Requests the Council to instruct the Communications and Transit Organisation to take, as rapidly as possible, and with the assistance of expert advice, if required, the necessary steps to complete the preparation of a draft convention and to submit that draft to Governments for consideration ;

“ Invites the Council, in the light of the observations received from Governments, to convene an international conference on oil pollution at an appropriate time.”

On September 27th, 1935 (eighty-ninth session), the Council adopted the following resolution :

“ The Council,

“ Having regard to the resolution adopted by the Assembly on September 24th, 1935, with respect to the question of the pollution of the sea by oil :

“ Recalls that, at its eighty-fourth session, it authorised the Communications and Transit Organisation to make all necessary preparatory studies with a view to facilitating the future conclusion of an international convention ;

“ Instructs the Communications and Transit Organisation to complete the preparation of a draft convention on this subject for the consideration of Governments, and to report to the Council when the observations from the Governments have been received.”

In order to give effect to the above-mentioned resolutions of the Assembly and the Council, the Chairman of the Advisory and Technical Committee convened the Committee of Experts at Geneva from October 21st to 25th, 1935, with the object of preparing, in the light of the replies to the questionnaire and of subsequent replies laid before the Committee, a draft convention for submission to Governments at an early date ; and at its nineteenth session, held at Geneva from November 5th to 9th, 1935, the Advisory and Technical Committee adopted the following resolution :

“ The Advisory and Technical Committee :

“ Takes note of the resolutions adopted by the Assembly at its fifteenth and sixteenth ordinary sessions, and by the Council at its eighty-fourth and eighty-ninth sessions, in regard to the problem of the pollution of the sea by oil ;

“ Is gratified to observe that the Committee of Experts appointed to ensure the execution of those resolutions has prepared a draft Convention and a draft Final Act¹ on the questions ;

“ Decides to transmit these drafts to the Governments, with the request that they should send to the Secretary-General of the League of Nations in the near future any observations they may see fit to make, at the same time informing the Secretary-General whether they are prepared, on the basis of these drafts, to take part in an international conference for the conclusion of the proposed convention.

“ The Chairman of the Committee is instructed to take the necessary steps in execution of the present resolution.”

In conformity with the Council resolution of September 27th, 1935, and the request of the Chairman of the Advisory and Technical Committee, the Secretary-General, on November 27th, 1935, transmitted the above-mentioned drafts to Governments, asking them to communicate to him by April 1st, 1936 :

(1) Their observations on the drafts ;

(2) Whether, on the basis of these drafts, they would be prepared to participate in an international conference for the purpose of concluding a convention on the question of the pollution of the sea by oil ;

(3) (In conformity with a recommendation made at the second session of the Committee of Experts). The maximum figure of bunker capacity in small vessels driven by crude, fuel or Diesel oil in respect of which, in the view of Governments, special treatment might be accorded — *e.g.*, a reduction in any penalties which might be imposed for offences against the provisions of a future convention ;

(4) Information as to the nature of the oil used in the bunkers of such vessels.

* * *

Below are summarised the replies to the circular letter of November 27th, 1935, which had been received up to August 10th, 1936. The replies are analysed under the four headings of the circular letter, and one additional heading under which are found supplementary observations furnished by Governments.

It will be noticed that most of the important maritime countries which have already replied to the circular letter would be willing, on the basis of the drafts prepared by the Committee of Experts, to participate in an international conference at which a convention would be concluded.

¹ Document C.449.M.235.1935.VIII.

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Union of South Africa.

1. None at this stage.
2. Yes.
- 3 and 4. Impossible to furnish this information.
5. The Government adds that the question of oil pollution of the sea has not arisen to any extent in Union waters, as provision exists to deal with such eventualities in the Harbour Regulations of the Union of South Africa and South West Africa. Harbour Regulation No. 39 states “. . . nor shall oil of any description be discharged into or allowed to escape into a harbour”.

United States of America.

1. The draft Convention contains, in so far as fundamental principles are concerned, the main provisions of the draft Convention drawn up at the Washington Conference in 1926. As is well known, the Government of the United States has already indicated its agreement in principle to the provisions drawn up in this latter draft Convention. In general, therefore, the Government finds itself in substantial agreement with the proposals made in the draft Convention prepared by the experts at Geneva.
2. Yes.
3. Since a small vessel with limited bunker capacity can be a serious source of pollution, it would seem that, in order that an international agreement should be fully effective, any vessel, irrespective of its size, which carries ballast water in its oil tanks, should not be exempt from the provisions of the agreement. If special provisions are found to be necessary in respect of small vessels, some criterion other than bunker capacity should perhaps be found. The Government of the United States will be prepared to give consideration to any effective criterion which might be suggested.
4. It is understood that the oil used in the vessels under consideration is of 24 to 32 degrees Baumé, if the vessels are driven with Diesel engines, and of 12 to 20 degrees Baumé if steam-driven.

Australia.

1. The problem primarily concerns the State Governments and local harbour authorities. Technical opinion considers that the only practicable method of preventing pollution is for oil-carrying ships to be fitted with separators. In view of the difficulties mentioned by the Committee of Experts, however, it is recognised that such a comprehensive requirement may not be feasible.

As to whether general acceptance of the draft Convention would lead to the prevention of pollution, the Government mentions that the State harbour authorities, at a conference held in 1935, expressed fears that they would be called upon to instal separating plants which could not be profitably used. They adopted the following resolution :

“ That in view of the meagre use of oil-separating equipment provided by port authorities in the United Kingdom, the port authorities of the Commonwealth should refrain from providing such equipment, and that this Conference urges that the provision of oil-separating equipment should be made compulsory on all oil-burning and oil-carrying vessels.”

The Government considers that if the Commonwealth were to ratify a convention in the terms of the draft, and sought to establish zones within which the discharge of oil would be prohibited, it would be open to other countries to object to a zone in which shore separating plant was not provided.

Difficulty is also seen in accepting the recommendation as to the exemption from dues in respect of any space on a ship rendered unavailable for cargo by the installation of a separating device. It is assumed that to give effect to this recommendation it would be necessary to make allowance for such space in measuring the ship to ascertain the net tonnage for registration purposes. Otherwise constant difficulties would be experienced in adjusting charges for particular ships. Commonwealth law does not provide for the registry of ships, all Australian ships being registered under the British Merchant Shipping Act.

Apart from these two aspects, it is thought that the Convention would be workable, from an administrative point of view.

2. The Commonwealth Government does not desire to take an active part in the proposed conference, but if a convention is ultimately adopted, in a form acceptable to the Commonwealth Government, it is anticipated that the State Governments will be prepared to adopt any practical steps necessary to implement it.

3. The number of such vessels operating in Australian waters is so small that the data obtainable are insufficient to provide grounds upon which any suggestion can usefully be based.

4. Diesel oil in such ships as are propelled by internal combustion engines.

5. Up to the present time, oil pollution in Australian waters has not been serious.

Austria.

2. As a land-locked State, the Government does not intend to participate in the eventual conference. Nevertheless, if the States more directly interested in the problem should conclude a convention, Austria reserves the right to accede to such a convention for the reasons of international solidarity which determined its attitude with regard to the Convention for the Regulation of Whaling, to which Austria recently acceded.

Belgium.

1. *Articles I, III and VI.* — The existing Belgian laws provide for fines and imprisonment in the case of persons guilty of polluting national inland and maritime navigable waters.

In order to bring this legislation into line with the draft Convention, its scope must be extended to the prohibited zones to be established under the Convention; it will be necessary to provide that masters of Belgian vessels must enter in their log the information mentioned in Article III, (2), and to consider whether the above-mentioned penalties are in accordance with those provided in foreign countries.

At the proposed conference, it will no doubt be possible to obtain information as to the intentions of Governments on this last point.

Article II. — In view of the situation of the Belgian coast-line and the prevailing currents and winds in the North Sea, the establishment of any prohibited zone by Belgium would be inoperative unless it were carried out by agreement with neighbouring countries.

This question may also be discussed at the conference, but it would be interesting to ascertain in advance the intentions of the various Governments regarding the width of the protection zones which they contemplate within the limit of 50 nautical miles, save for exceptional cases.

As regards the Belgian coast, although there are no experimental data, the opinions of authoritative persons limit the width of the zone to 10 nautical miles, in order effectively to protect the beaches, constructive works and harbour works.

If neighbouring countries, including Great Britain, adopt a width of 50 nautical miles for the protection zones, the greater part of the English Channel and the southern part of the North Sea will form prohibited zones within which vessels arriving at or leaving Belgian ports will have to traverse long distances without being able to discharge the oil residues or oily mixtures referred to in the draft Convention.

In order to make the application of the Convention effective, the ports bordering on the parts of the sea mentioned above should accordingly possess installations for collecting such residues.

The attention of the countries concerned should be drawn to this particular fact.

No Belgian ports at present possess such installations. The Naval Administration is communicating with the authorities governing these ports, requesting them to consider the acquisition of such material as might prove indispensable as soon as the Convention is put into force.

Article IV. — With a view to making the provisions more general, it would appear that the expressions "in bulk as cargo" might usefully be replaced by "as cargo", in order to include also the discharge of bilge water polluted by the leaking of barrels or drums of mineral oil forming part of the cargo of any vessel whatever.

Article VI. — With a view to the application of this article, the Belgian Government would have to commission the captains and masters of State vessels plying outside territorial waters in the zone to be determined at right angles with the Belgian coast, in order to enable them legally to note the offences committed.

While agreeing with the prohibition regarding the stopping of or *interfering* with an offending vessel, the Belgian Government considers that, in order that the repressive procedure laid down in the Convention may be more effective, it is advisable to authorise the vessel noting the offence to put certain questions to the vessel at fault and to provide that the latter must reply to these questions. These questions should naturally be limited to certain particulars enabling the vessel to be identified. The entries on this subject in the log would, moreover, assist the national authorities of the accused vessel in their investigation of offences reported to them.

Article X. — The Belgian Government is not interested in the draft Convention as regards the coast of the Congo. Moreover, it points out that the *negative* formula of Article X of the draft might inadvertently involve an undertaking on the part of the Belgian Congo and Ruanda Urundi, and it prefers a *positive* wording, such as “Any High Contracting Party may declare that he assumes an obligation . . .”, which would constitute a safeguard against the above danger.

Article XIII, (1). — In view of the geographical position of Belgium, its participation in the proposed Convention would be of little effect for the protection of its coast if neighbouring countries did not also take part in the Convention. In application of Article XIII, (1), ratification by Belgium should be considered as conditional on the ratification of the Convention by the United Kingdom, France and the Netherlands.

Article XVI. — As a consequence of the above remark, the denunciation of the Convention by one of the above-mentioned States would cause Belgium to examine the advisability of denunciation.

* * *

Belgium can also adhere to the recommendations proposed in the draft Final Act.

The first recommendation can be complied with under the Belgian tonnage measurement regulations for sea-going vessels.

As regards the second recommendation, it should be observed that a large Belgian shipping concern declares its readiness to fit oil separators on its vessels which are designed to carry liquid fuel in their double bottoms.

Lastly, with regard to the third and fourth recommendations, the Government refers to the considerations and opinions expressed above.

* * *

2. Yes.

3. It appears to be difficult to base regulations on the bunker capacity, which may vary on board certain vessels according to the necessities of the work. The conference might therefore be requested to consider the adoption of the gross tonnage limit of 1,600 tons, which is taken in the London Convention of 1929 on Safety of Life at Sea, as determining the obligation to carry a wireless installation.

4. The fuel used in Belgium by small vessels is gas oil for motor-boats and fuel oil for steamers.

United Kingdom of Great Britain and Northern Ireland.

1. His Majesty's Government in the United Kingdom have no general observations to offer on the substance of the draft Convention and Final Act proposed by the Committee. They may, however, wish to propose certain amendments of a drafting character to the draft texts at a later stage.

2. Yes; the Government attach particular importance to the participation at the proposed conference of representatives of all the principal maritime countries.

3. It is suggested that concessions might be granted under Article I, (3), of the draft Convention to small vessels with a maximum oil bunker capacity of 80 tons, on condition that these vessels use only Diesel or light oils, and that these oils are stored in bunkers or other places which are not available for use for water ballast.

4. The oils used in these small vessels are Diesel or gas oils, petrol or paraffin. Such oils are not likely to be so serious a source of contamination as the heavy fuel oils, used in boilers, which contain a comparatively large percentage of the asphaltic and carbon residues, and which are the chief sources of pollution.

China.

1. Because of the small number of oil-burning or oil-carrying vessels, whether Chinese or foreign, in Chinese waters, and the absence of complaints, the Government presents no observations.

2. No.

Denmark.

2. Yes.

3 and 4. As regards the fuel for small vessels, the only oil used in Denmark is gas oil. Should fuel such as crude petroleum, fuel oil or Diesel oil be used by these vessels, it is not considered necessary to fix the maximum bunker capacity, since it would be certain that the bunkers would be arranged in such a manner as not to communicate with the sea. Consequently, there would be no question in general of pumping oil or water mixed with oil from these bunkers into the sea.

Danzig.

1. It has no objection to the drafts.

2. Yes.

Egypt.

2. While the Government does not intend to participate in the future conference, it would be prepared to consider its eventual accession to such a Convention.

Estonia.

1. Having only a theoretical interest in this question, the Government does not see the necessity to assume the obligations included in the draft Convention.

2. No.

Finland.

1. As the question of oil pollution is of small importance to Finland, the Government presents no observations.

2. A decision will be taken later as to participation in the international conference.

France.

1. *Article I.* — The draft contains the expression “navires et bateaux”; in maritime law and in conventions of this kind, however, the term “navires” is used for all sea-going vessels, including pleasure vessels and fishing-boats. It would therefore appear to be advisable to use only the term “navires”; otherwise, the use of both terms might give rise to doubts as to the interpretation of other Conventions, such as the Convention of 1910 on Collisions between Vessels.

Article II. — The width of the zones within which the discharge of oil or oily mixtures is prohibited is fixed by the draft Convention at 50 nautical miles. The French Government thinks it would be advisable to make this zone 30 nautical miles, a width which, in the opinion of the French technicians, is the normal distance of the pollution. The width of the exceptional zones should be 100 nautical miles from the coast (paragraph 1 of the draft).

It would therefore be necessary to change Article II, paragraph 1, together with paragraphs 2 and 4 of the same article, the distances in the two latter paragraphs being changed from 100 to 60 nautical miles and from 50 to 30 nautical miles. The establishment of zones of 30 nautical miles would have the special advantage of avoiding the difficulties encountered by vessels sailing in such waters as the English Channel or the Baltic through the fact that they are unable to pump out the bilge water for a period which may considerably exceed twenty-four hours.

Moreover, the concluding provisions of Article II, under which the dispute regarding the extension of the prohibited zone is to be settled in accordance with the procedure set out in Article IX, are in danger of being inoperative. This procedure ultimately leads up to the Permanent Court of International Justice. The dispute refers, however, not to a question of law, but to the advisability of the proposed extension. The Court would therefore not be the proper organ to settle a question of this kind, and it may possibly regard itself as unable to exercise such a function without disregarding its Statute. The procedure which should be contemplated in the present case is rather one of arbitration, the methods of which remain to be defined.

Articles VII and VIII. — The French Government considers it advisable that the Secretariat of the League of Nations should be in possession of all necessary information as to the various sanctions laid down in each State, so that it may be possible to ascertain under what conditions the clause in question would be respected. Two additions would therefore be made to the present terms of the draft; the first would be at the end of Article VII, which would read as follows:

“On receipt of such information, the former High Contracting Party shall investigate the matter, and, where the circumstances justify it, take steps for the punishment of the offence for breach of regulations laid down by that High Contracting Party, under the conditions provided in Article I, and shall inform the other signatory Government which has instituted the proceedings.”

The other addition would be made to Article VIII, paragraph 1, which would read as follows:

“The Secretary-General of the League of Nations is invited to receive, co-ordinate and circulate to the Members of the League and all non-member States referred to in Article XI, (1), information relating to the system of zones and sanctions established under the terms of this Convention”

Draft Final Act. — The French Government considers that it might be of value to supplement paragraph 2 of the draft Final Act as follows :

“ That the High Contracting Parties should recommend to shipowners that separators should be designed for and fitted on new vessels wherever practicable, particularly on large vessels to be provided with oil tanks or *bunkers* which are also to be used for water ballast . . . ”

2. Yes.

3. A final decision might appear to be premature, since the criterion to be adopted might be subject to variation according to the measures proposed by the High Contracting Parties to the Convention ; it would, however, appear that the distinction must take account both of the tonnage of the vessel and of the bunker capacity ; vessels enjoying the special treatment would be those not exceeding 500 tons, and with a bunker capacity under 50 tons.

4. The oils generally consumed by small vessels are gas oil, Diesel oil or fuel oil (domestic or otherwise).

5. It would appear that the draft Convention is justified in making a distinction as regards the harmful results of the discharge of oils on the basis of the nature of the fuel used, rather than the quantities which might be discharged ; indeed, all products of this kind are not equally harmful from the point of view of the pollution of water, and it would appear to be reasonable to take no account of the very light oils which evaporate a short time after being discharged into the sea, while special regulations should be provided for oils used by any vessel whatever if they involve a danger of polluting the water with which they come into contact ; this opinion, moreover, would not prevent a distinction being made as regards the sanctions to be applied between the quantities discharged and consequently may justify the special treatment provided for under Article I, (3).

Greece.

2. Yes.

Hungary.

2. As the matter is of small importance to Hungary, the Government does not intend to be represented at the future conference unless a Hungarian legation or consulate is situated in the place where the conference is convened.

3. 150 cubic metres.

4. Gas oil for internal combustion engines, and fuel oil for steam engines.

India.

1. The Government considers that the provisions of the drafts are generally suitable.

2. While the Government is not opposed in principle to the proposed conference, a decision has not yet been taken as to participation in it.

3. The figure of 80 tons is suggested, subject to two conditions : (a) that the oil used is not heavy fuel oil containing a large proportion of asphaltic and carbon residues, but oil such as Diesel and gas oils, and (b) that the oil must be stored in tanks or other spaces which are not available for the use of water ballast.

4. Such vessels under the jurisdiction of the Government of India generally use Diesel or fuel oil, and the oil used is ordinarily stored in tanks or other spaces which are not available for the use of water ballast.

Iraq.

2. Yes.

Irish Free State.

2. Yes.

3. Ten tons.

4. The oil used in the bunkers of small vessels registered in the Irish Free State varies from paraffin to Diesel oil.

Iceland.

1. The Government accepts the fundamental principles of the draft Convention.

2. No.

3. It does not consider necessary any international regulation for small vessels.

4. Gas oil.

Japan.

1. *Article I, paragraph 3.* — Fishing-vessels of limited bunker capacity should not be bound by the Convention. This paragraph provides that small vessels may be dealt with by special provisions, but stipulates that such provisions shall not exclude the obligation for such vessels to take all necessary precautions to prevent oil pollution. If this stipulation means

more than a moral obligation, it cannot be accepted by the Japanese Government. It is difficult for the small fishing-vessels in question to reach the zones of other countries, so that cases in which they might cause damage within such zones are necessarily very rare.

Article I, paragraph 4. — It would seem necessary to provide that, in case the contingency under consideration should arise when a ship is in an inland sea, or in a bay, or near a port, the ship should, if possible, call up a small tanker in which to discharge oil or oily mixtures.

It is further recommended to make this provision for making use of tankers, even if there is no emergency, in cases where a vast area such as an inland sea is declared as the zone in question.

Article II. — The Government has no objection to limiting the breadth of the zone to 50 nautical miles. It wishes, however, to exclude from the zone areas in which the application of the Convention is not necessary and to provide further that the consent of other countries concerned to the establishment of the said zone shall be obtained. The Government proposes that the term "area" should be used instead of "zone", as the latter would suggest an unbroken belt around the entire coast. It is further observed that the term "area" was used at the Washington Conference.

Article III, paragraph 1. — It should be stated somewhere that both petroleum used by motor-boats and bilge (including lubricant oil) discharged by ships should be excluded.

Article VI, paragraph 2. — It will be necessary to consider the method whereby proof may be obtained for establishing a violation of the Convention.

Article VII, paragraph 2. — When punitive measures have been taken, the country or countries concerned should be notified.

2. Yes.

3. (a) There are tankers of small size which engage in the transport of oil between different Japanese ports. However, as Japan is an oil-importing country, such tankers do not go to foreign ports. The Government, therefore, considers that their treatment should be exclusively a matter for national legislation. The maximum bunker capacity for tankers of this kind is 2,000 tons.

(b) With regard to fishing-boats, the maximum bunker capacity is 330 tons (weight). Boats of this kind pollute the sea very rarely; the fishermen must indeed prevent such pollution in their own interest. Fishing-boats should, therefore, be excluded from the Convention.

4. The oils used by the fishing-vessels mentioned above are as follows :

	Specific gravity	Combustion point
Crude petroleum or Diesel oil	about 0.93	about 90° C.
Light oil	about 0.86	about 60° C.
Lamp oil	about 0.83	about 50° C.

Norway.

2. Yes.

3. The Government considers that it would not be practical to classify the vessels according to their bunker capacity, since that capacity varies and is never fixed by the authorities. The vessels should rather be classified according to their gross tonnage, the maximum limit of vessels considered as small being fixed at 250 tons gross.

4. Vessels with internal combustion engines generally use solar oil; vessels with Diesel engines, Diesel oil; and oil-heated vessels, fuel oil.

New Zealand.

1. *Article I.* — The Government agrees with the provisions of this article and has no comments or suggestions to offer.

Article II. — In so far as New Zealand is concerned, a limit of 50 miles would more than meet the problem. On account of its isolation and the trends of coastal currents, the coasts of the Dominion have been comparatively free from oil pollution.

The position, in so far as vessels requiring to discharge their tanks after cleaning are concerned, has, in the absence of prohibited zones, been met by the prescription by the Marine Department of certain limits, outside the port at which the vessel lies, beyond which it must proceed to discharge the tanks. These limits are decided upon, in each case, with regard to the trend of currents and other local conditions and in each case the results anticipated have been realised.

There have, however, been one or two instances where vessels have, without permission, discharged oil and oily mixtures close to the coasts, but outside territorial waters, with, in one case at least, serious results to bird life and recreation beaches.

This latter instance certainly supports the proposal for fixed zones, and the Government is prepared to support it, provided that the article is not amended to prescribe an arbitrary limit of fifty miles.

The Government has no objection to the other articles of the draft Convention and the first three recommendations of the draft Final Act.

With regard to *Article V*, it adds that all necessary precautions are taken at present.

With regard to the fourth recommendation, which deals with the desirability of increasing port appliances for separating oil and water, the Government observes that when the questionnaire of January 23rd, 1935, was circulated to Harbour Boards, which are the controlling authorities for the various ports, the replies received showed a general disinclination to provide these, on account of the expense and the probability of the Boards not receiving any adequate return on the cost of outlay and operation. The Government is of opinion that this view is not unreasonable, especially in the case of the intermediate and smaller ports. The four principal ports — Auckland, Wellington, Lyttelton and Dunedin — however, are used by practically all of the vessels which would be affected by the Convention. If zones are established, it would appear reasonable that, as an alternative to requiring vessels to steam these distances to discharge tanks, an efficient port installation would be readily used if provided at the four ports mentioned.

If such a recommendation is transmitted from the Conference, the Government will give careful consideration to it.

2. Yes.
4. Fuel or Diesel oil.

Netherlands.

1. It appears from observation 5 (b) of the document containing the draft Convention¹ that the discharge of normal bilge does not give rise to pollution of the water. Article IV expresses the same idea by making an exception in favour of vessels burning coal, although the bilge water of these vessels is also mixed with oil which has been used for lubricating the engines. An express exception has, however, not been made for the discharge of bilge water. Such an exception regarding the discharge of normal bilge water should therefore be embodied in the text of the Convention.

The term "vessels commissioned in the naval services" should be interpreted in such a manner as not to include commercial vessels attached to the naval forces without flying the naval flag.

As regards the second recommendation of the draft Final Act, the term "new vessels . . . particularly on large vessels to be provided with oil tanks which are also to be used for water ballast" appears to include tankers which the experts desired to exclude (observation 5 (a) of the document referred to above). These vessels should be expressly excluded.

In addition, it seems to be preferable to omit the words "administrative or financial" at the end of this recommendation.

2. Yes.

3. As regards the small vessels mentioned in Article I, paragraph 3, it should be pointed out that, since the Washington Conference (1926), the use of small motor-vessels has greatly increased for fishing and commercial purposes. The bunkers (containing Diesel oil) of these small vessels are never used for ballast, so that they do not pollute sea-water. Consequently, the capacity of the bunkers does not seem to be a suitable criterion for defining the small vessels for which special treatment is provided. The Government of the Netherlands would therefore prefer to apply to all motor-vessels of less than 500 registered tons gross the special treatment provided by the draft Convention. If the Conference could not agree with this proposal and maintained the criterion of bunker capacity, the Government would desire that that capacity should be fixed at 60 tons.

Netherlands Colonies.

1. There are no objections in principle to the conclusion of a convention based on the drafts.

3. The Government of the Netherlands Indies wishes to exempt entirely from the provisions of the Convention small vessels of less than 500 metric tons. A great many of these vessels, which use solar oil, and which engage in the coastal trade, keep within 50 miles of the coast. Up to the present time, there have been no complaints as to their polluting the waters.

5. The problem of oil pollution is not found in the Netherlands Indies, Surinam and Curaçao.

Portugal.

1. Only a few Portuguese vessels are covered by the draft Convention. In any case, the best way of preventing the discharge of oil is to compel vessels to instal separators. The fitting of separators is, however, understood to be feasible only in vessels above a certain tonnage. It is therefore essential to take advantage of the special provisions laid down in Article I, paragraph (3).

¹ Document C.449.M.235.1935.VIII, page 3.

If the 50-mile limit specified in Article II of the draft Convention is applied to the Azores, the line of delimitation should be drawn in such a way as to prevent the discharge of oil between the islands, some of which, such as Fayal and Flores, are more than 100 miles apart — that is to say, there should be a single protected zone, embracing the whole archipelago. This also solves the problem of increasing the width of the zone, as provided for in Article II of the draft, since vessels would thus be forbidden to discharge oil between the islands.

As regards the use of port separators, the unanimous view is that this only appears to be possible in large ports where there is a considerable amount of traffic.

Finally, as regards the establishment of a zone of from 50 to 150 miles in which the discharge of oil is prohibited, it is pointed out that it will be very difficult, if not impossible, to exercise effective supervision, not only on account of the great difficulty of watching over such large zones, but also in view of the provisions laid down in the last part of Article VI, paragraph (2), of the draft Convention.

3. It would be more practical to specify that the reference is to the gross tonnage only of such vessels. The limit of 2,000 tons is suggested. This would at least have the advantage of excluding cod-trawlers.

5. Although up to the present no serious harm has been done to sea-birds, inshore fisheries, bathing-beaches or harbours, the Government is in favour of the Convention, because it cannot rely upon the same immunity in future, particularly if neighbouring countries sign the Convention and establish along their coasts the prohibited zones referred to in Article II, in which case they will be free to discharge oil in Portuguese waters, and if this were done on a larger scale serious damage might be caused.

Sweden.

1. As the Swedish Government pointed out in reply to the questionnaire of January 23rd, 1935, it considers that the installation of separators should be compulsory in all the large ports frequented by vessels using liquid fuel or transporting oil.

Although this point of view has been taken into account in drafting Article II, (4), of the draft Convention, it should be pointed out that this article relates solely to countries which have established prohibited zones of more than fifty nautical miles in width. For other countries, the above-mentioned drafts make no corresponding provision and are confined to the recommendation made in paragraph (4) of the Final Act. The Swedish Government considers that provisions of a more compulsory character should be included in the Convention in this respect, even for countries establishing zones of less than fifty miles in width.

Under Article III, paragraph (2), of the draft Convention, entries are to be made in the vessel's log whenever oil or oily mixtures are discharged. The same paragraph further provides that such entries shall be signed by the master and one of the vessel's officers. In the opinion of the competent Swedish authorities, the inclusion in the text of the Convention of an obligation on the part of the signatory States to provide for this special signature under entries of discharges in the log would be inconvenient and appears to be unnecessary. It would no doubt be possible to leave it to the internal laws of each country to settle the details of entries in the log of statements regarding discharges. According to the Swedish legislation at present in force, the log is kept by the master or under his supervision and responsibility by the first officer.

2. Yes.

3. Five tons; the Government considers, however, that the special treatment contemplated for vessels with a bunker capacity below this figure should not consist in the reduction of penalties for offences against the provisions of the Convention, as the Committee of Experts appears to think in accordance with observation (7)¹ of its report.

4. Generally crude petroleum or Diesel oil. Rectified petroleum is also used, but to a smaller extent.

The analysis of the crude petroleum is as follows :

Flash point	About
Specific gravity at 15° C.	75° C.
Specific viscosity at 20° C.	0.84
Sulphur content	1.3
	0.5 %

The analysis of the Diesel oil is as follows :

Flash point	About
Specific gravity at 15° C.	65° C. or over
Specific viscosity at 20° C.	0.9
Sulphur content	1.5
	1.4 %

¹ Document C.449.M.235.1935.VIII, page 4.

Czechoslovakia.

2. Although the Government does not propose to participate in the future conference, it is prepared, in the event of the conclusion of a convention by the principal maritime States, to take the appropriate measures, so that Czechoslovak vessels will observe the essential provisions of the Convention.

Union of Soviet Socialist Republics.

1. The competent authorities approve the draft Convention in principle, but reserve the right to propose certain desirable modifications at the conference.

2. Yes.

3. 400 tons gross.

4. The information required with regard to the nature of the fuel used in the bunkers of the vessels in question will be submitted at the conference.

Uruguay.

3. As regards the maximum figure of bunker capacity in small vessels driven by crude, fuel or Diesel oil, vessels of small tonnage entered in the Uruguayan register are between 50 and 900 tons burden (gross weight), and their liquid fuel bunkers, whether for steam engines or internal combustion engines, have a total capacity varying between one and ten tons. Those approaching ten tons of liquid fuel in capacity nearly always have two bunkers, one to port and the other to starboard.

These bunkers, for very good reasons, hardly ever form part of the hull. They are tanks constructed in accordance with the principles of the classification registers, separately from the hull, and of such a shape as to permit of their being placed in or removed to the most convenient parts of the ship.

Tanks making use of the bottom or sides of the hull are in danger of losing fuel when the ships touch bottom, the joints of the plates or the rivets being weakened.

4. As regards the nature of the fuel utilised in ships on the Uruguayan register, they practically all use kerosene or benzine in the explosion motors of motor-launches and tourist vessels. Coasting vessels with semi-Diesel engines burn gas-oil. Some vessels of greater tonnage, approaching 900 tons gross weight and having Diesel engines, use Diesel oil consisting of a mixture of approximately 70 % of fuel oil and 30 % of gas oil. Coasting and trading vessels with steam-engines and boilers and with oil burners use fuel oil.

Yugoslavia.

1. As far as point 4 of the draft Final Act is concerned, the Government is of the opinion that the installation of plant in ports for separating oil and water should be optional.

2. As for participating in the proposed international conference for the conclusion of a convention, the Government defers its decision until such conference is convened.

3. All Yugoslav coastwise motor-propelled vessels with a maximum bunker capacity of 5,000 kilogrammes or 5 tons.

4. Naphtha, fuel oil and benzine.

[Communiqué au Conseil
et aux Membres de la Société.]

N^o officiel: C. 261. M. 154. 1936. VIII.

Genève, le 10 juin 1936.

SOCIÉTÉ DES NATIONS

ACCORD

RELATIF A UN

SYSTÈME UNIFORME DE BALISAGE MARITIME

ET

RÈGLEMENT Y ANNEXÉ

9

LEAGUE OF NATIONS

AGREEMENT

FOR A

UNIFORM SYSTEM OF MARITIME BUOYAGE

AND

RULES ANNEXED THERETO

Série de Publications de la Société des Nations
VIII. Communications et Transit
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ACCORD RELATIF A UN SYSTÈME UNIFORME DE BALISAGE MARITIME

Les Gouvernements contractants, représentés par les soussignés, ayant décidé d'unifier certaines règles du balisage, sont convenus des dispositions suivantes:

Article premier.

Dans tous les cas où, par les soins des autorités compétentes sur les territoires des gouvernements contractants, une signalisation serait entretenue à l'usage des navigateurs pour les fins mentionnées dans le règlement ci-annexé, chacun de ces gouvernements s'engage à ce que ne soient prises à cet effet, par lesdites autorités, que des dispositions conformes au règlement. Les mesures d'exécution nécessaires à cette fin devront être réalisées dans le plus bref délai possible et en tout cas avant l'expiration d'un délai de dix ans à compter de la mise en vigueur du présent Accord, pour le territoire intéressé, conformément aux articles 5 ou 7 ou 9, selon le cas.

Tout gouvernement contractant qui aurait achevé de prendre sur son territoire lesdites mesures d'exécution le notifiera au Secrétaire général de la Société des Nations; copie de cette notification sera adressée par le Secrétaire général aux autres gouvernements contractants.

Chaque gouvernement contractant s'efforcera de réduire autant qu'il lui sera pratiquement possible, compte tenu notamment de ses disponibilités financières, la durée de la période transitoire s'écoulant entre le début et l'achèvement de l'application desdites mesures sur son territoire.

Article 2.

Les dérogations aux dispositions du règlement ci-annexé ne peuvent être admises qu'à raison de conditions locales ou de circonstances exceptionnelles, et spécialement lorsque l'application de ces règles risque de provoquer des dangers pour la navigation ou d'entraîner des dépenses hors de proportion avec la nature et l'importance du trafic.

Toutefois, ces dérogations doivent être aussi limitées que la situation le comportera, et les navigateurs doivent en être dûment avisés.

Elles doivent éviter autant que possible des confusions résultant des autres dispositions des présentes règles.

Article 3.

Le présent Accord ne doit pas être entendu comme modifiant en quoi que ce soit la situation de droit existant dans les divers pays en ce qui concerne les relations entre les usagers et les autorités chargées du balisage et de l'éclairage.

Article 4.

Le présent Accord, dont les textes français et anglais feront également foi, portera la date de ce jour; il pourra, jusqu'au 12 mai 1937 inclus, être signé au nom de tout gouvernement ayant été représenté à la Conférence pour l'unification du balisage et de l'éclairage des côtes, tenue à Lisbonne du 6 au 23 octobre 1930, ou ayant été invité à s'y faire représenter.

Article 5.

L'acceptation du présent Accord de la part d'un gouvernement peut s'effectuer par simple signature dans le cas où celle-ci est donnée sans réserve de ratification, par ratification ou par adhésion.

Les instruments de ratification seront transmis au Secrétaire général de la Société des Nations, qui en notifiera la réception aux gouvernements intéressés.

La date de l'entrée en vigueur de l'Accord sera le quatre-vingt-dixième jour qui suivra son acceptation définitive par dix gouvernements.

AGREEMENT FOR A UNIFORM SYSTEM OF MARITIME BUOYAGE

The contracting Governments, represented by the undersigned, having decided to unify certain rules relative to buoyage, have agreed on the following provisions:

Article 1.

In all cases in which the competent authorities in the territories of the contracting Governments maintain for the benefit of navigators marks or other signals for the purposes mentioned in the annexed rules, each of those Governments undertakes that only measures in conformity with the provisions of the said rules will be taken by such authorities for the particular purposes in question. These measures shall be taken as soon as possible, and in any case before the expiry of a period of ten years from the entry into force of the present Agreement as regards the territory concerned in accordance with Articles 5, 7 or 9, as the case may be.

Every contracting Government that has completed the application of the aforesaid measures in its territory shall notify the Secretary-General of the League of Nations to that effect; a copy of such notification shall be forwarded by the Secretary-General to the other contracting Governments.

Each contracting Government shall do everything practicable, due regard being had, more especially, to the funds at its disposal, to reduce the length of the transitional period between the initiation and the completion of the application of the aforesaid measures in its territory.

Article 2.

Departures from the provisions of the annexed rules shall only be permitted in virtue of local conditions or exceptional circumstances, and more particularly where the adoption of the rules in question might endanger navigation or where the expenditure involved would be out of proportion to the nature and amount of the traffic.

Such departures from the rules should, nevertheless, be as limited as the situation allows, and proper notice of them should be given to mariners.

As far as possible, they should not be such as to lead to confusion with the measures taken under the other provisions of the present rules.

Article 3.

The present Agreement shall not be regarded as in any way modifying the legal situation in the different countries with reference to the relations between the public and the authorities in charge of buoyage and lighting.

Article 4.

The present Agreement, of which the English and French texts are both authentic, shall bear to-day's date. Until and including May 12th, 1937, it shall be open for signature on behalf of any Government represented at or invited to the Conference for the Unification of Buoyage and the Lighting of Coasts, which met at Lisbon from October 6th to 23rd, 1930.

Article 5.

Governments may accept the present Agreement by signature only, when the latter is not made subject to ratification, or by ratification or accession.

The instruments of ratification shall be transmitted to the Secretary-General of the League of Nations, who will notify all the Governments concerned of their receipt.

The Agreement shall enter into force on the ninetieth day following its definitive acceptance by ten Governments.

Article 6.

A partir du 13 mai 1937, il pourra être adhéré au présent Accord au nom de tout gouvernement visé à l'article 4.

Les instruments d'adhésion seront transmis au Secrétaire général de la Société des Nations, qui en notifiera la réception aux gouvernements intéressés.

Article 7.

Lorsque l'accord aura été accepté par dix gouvernements, comme l'exige l'article 5, chaque signature (si elle n'est pas subordonnée à la ratification), ratification ou adhésion ultérieure, produira ses effets dès le quatre-vingt-dixième jour qui suivra la date de la signature ou de la réception, par le Secrétaire général de la Société des Nations, des instruments de ratification ou d'adhésion.

Article 8.

Le présent Accord pourra être dénoncé, au nom de tout gouvernement contractant, après l'expiration d'un délai de cinq ans à dater de la notification visée au deuxième paragraphe de l'article premier. La dénonciation sera faite par notification écrite adressée au Secrétaire général de la Société des Nations, qui en informera tous les gouvernements visés à l'article 4. La dénonciation produira ses effets un an après la date à laquelle elle aura été reçue par le Secrétaire général de la Société des Nations; elle ne sera opérante qu'au regard du gouvernement pour lequel elle aura été effectuée.

A l'expiration d'une période de quinze ans à dater de l'entrée en vigueur du présent Accord et à l'expiration de chaque période de cinq ans qui suivra, tout gouvernement contractant pourra demander sa révision. Après l'expiration de la période de quinze ans susvisée, la révision du présent Accord pourra également être demandée à tout moment, pourvu qu'elle le soit au moins par cinq gouvernements.

En outre, tout gouvernement contractant pourra à tout moment demander la révision du règlement ci-annexé pour tenir compte des progrès techniques survenus dans la nature ou les caractéristiques des marques, feux ou signaux sonores dont le présent règlement ne permettrait pas à la navigation de retirer tout le profit possible; pourvu que cette révision tende seulement à permettre de tirer profit de ces progrès et n'oblige pas d'autres gouvernements contractants à modifier le système adopté en vertu du présent règlement.

Toute demande de révision du présent Accord ou du règlement y annexé sera communiquée par écrit par le ou les gouvernements intéressés au Secrétaire général de la Société des Nations, qui la transmettra au Conseil de la Société. Le Conseil appréciera la suite qu'il y aura lieu de donner à cette demande.

Article 9.

Tout gouvernement contractant peut déclarer, au moment de la signature, de la ratification ou de l'adhésion, que, par son acceptation du présent Accord, il n'entend assumer aucune obligation en ce qui concerne toute colonie, tout protectorat ou territoire placé sous suzeraineté ou mandat; dans ce cas, le présent Accord ne sera pas applicable aux territoires faisant l'objet de pareille déclaration.

Tout gouvernement contractant pourra à tout moment, dans la suite, notifier au Secrétaire général de la Société des Nations qu'il entend rendre le présent Accord applicable à tout ou partie des territoires ayant fait l'objet de la déclaration prévue à l'alinéa précédent. Dans ce cas, l'Accord s'appliquera aux territoires visés dans la notification quatre-vingt-dix jours après la réception de cette dernière par le Secrétaire général de la Société des Nations.

Tout gouvernement contractant peut, soit à l'expiration d'un délai de cinq ans après qu'il a notifié avoir donné effet au règlement dans les territoires visés, soit lors de la dénonciation prévue à l'article 8, déclarer qu'il entend voir cesser l'application du présent Accord à toute colonie, tout protectorat ou territoire placé sous suzeraineté ou mandat; dans ce cas, l'Accord cessera d'être applicable aux territoires faisant l'objet de pareille déclaration une année après la réception de cette déclaration par le Secrétaire général de la Société des Nations. A défaut de telle déclaration, la dénonciation prévue à l'article 8 ne comportera aucun effet à l'égard des territoires mentionnés au présent article.

Article 10.

Chacun des gouvernements contractants peut subordonner son acceptation du présent Accord à la participation à celui-ci d'un ou de plusieurs des gouvernements visés à l'article 4, ou à sa mise en pratique par un ou plusieurs desdits gouvernements. Dans cette dernière hypothèse, s'il considère cette mise en pratique comme réalisée, il le notifiera au Secrétaire général de la Société des Nations.

Article 11.

Le présent Accord sera enregistré par le Secrétaire général de la Société des Nations à la date de son entrée en vigueur.

Article 6.

As from May 13th, 1937, the present Agreement shall be open to accession on behalf of any Government referred to in Article 4.

The instruments of accession shall be transmitted to the Secretary-General of the League of Nations, who will notify all the Governments concerned of their receipt.

Article 7.

When the Agreement has been accepted by ten Governments as required by Article 5, each subsequent signature (if not subject to ratification), ratification or accession shall take effect on the ninetieth day from the date of signature, or of the receipt by the Secretary-General of the League of Nations of the instruments of ratification or of accession.

Article 8.

The present Agreement may be denounced on behalf of any contracting Government after the expiration of a period of five years from the date of the notification provided for in Article 1, paragraph 2. Denunciation shall be effected by notification in writing addressed to the Secretary-General of the League of Nations, who will inform all the Governments referred to in Article 4. Such denunciation shall take effect one year after the date of its receipt by the Secretary-General of the League of Nations, and shall operate only in respect of the Government on whose behalf it was notified.

On the expiration of a period of fifteen years from the coming into force of the present Agreement and on the expiration of every subsequent period of five years, its revision may be requested by any contracting Government. At any other time after the expiration of the above-mentioned period of fifteen years, the revision of the present Agreement may also be requested, provided that the request is made by not less than five Governments.

In addition, any contracting Government may at any time request the revision of the annexed rules on the ground of technical development in the nature or characteristics of marks, lights or sound signals the full benefit of which could not be given to shipping under these rules; provided that any such revision shall only be in the direction of permitting the use of such new development and shall not necessitate any alteration by other contracting Governments of the system adopted under the present rules.

Any request for a revision of this Agreement or of the rules annexed thereto shall be communicated in writing by the contracting Government or Governments concerned to the Secretary-General of the League of Nations, who shall submit such request to the Council of the League for consideration of the means by which effect may be given thereto.

Article 9.

Any contracting Government may, at the time of signature, ratification or accession, declare that, in accepting the present Agreement, it does not assume any obligation in respect of all or any of its colonies, protectorates, or territories under suzerainty or mandate; and the present Agreement shall not apply to any territories named in such declaration.

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

Any contracting Government may declare, either after a period of five years from the date of notification of effect having been given to the rules in the territories named, or at the time of the denunciation provided for in Article 8, that it desires that the present Agreement shall cease to apply to all or any of its colonies, protectorates or territories under suzerainty or mandate, and the Agreement shall cease to apply to the territories named in such declaration one year after its receipt by the Secretary-General of the League of Nations. In default of such a declaration, the denunciation of the Agreement under Article 8 will not affect the application of the Agreement to any territories referred to in the present article.

Article 10.

Each contracting Government may make the acceptance of the present Agreement conditional on its acceptance or on its application by one or more of the Governments referred to in Article 4. In the latter case, if it considers that this condition has been fulfilled, it will notify the Secretary-General of the League of Nations.

Article 11.

The present Agreement shall be registered by the Secretary-General of the League of Nations on the date of its coming into force.

EN FOI DE QUOI les soussignés ont apposé leur signature au présent Accord.

FAIT en un seul exemplaire qui a été ouvert, à Genève, à la signature des gouvernements le treize mai mil neuf cent trente-six et qui restera déposé dans les archives du Secrétariat de la Société des Nations et dont des copies certifiées conformes seront délivrées à tous les gouvernements visés à l'article 4.

IN FAITH WHEREOF, the undersigned have appended their signatures to the present Agreement.

DONE in a single copy, which has been opened, at Geneva, for the signature of the Governments on the thirteenth day of May one thousand nine hundred and thirty-six and will remain deposited in the archives of the Secretariat of the League of Nations, and of which certified copies will be transmitted to all the Governments referred to in Article 4.

Copie certifiée conforme.

Pour le Secrétaire général :

Conseiller juridique du Secrétariat.

Certified true copy.

For the Secretary-General :

Legal Adviser of the Secretariat.

ANNEXE

RÈGLEMENT.

CHAPITRE PREMIER. — GÉNÉRALITÉS.

Article premier. — Définitions.

Les signaux auxquels s'appliquent les règles de balisage ci-après comprennent, à l'exception des phares et bateaux-feux proprement dits, toutes les marques fixes et flottantes servant à indiquer :

- a) Les limites latérales et les axes de chenaux navigables;
- b) Les dangers naturels;
- c) Les autres obstacles, comme les épaves;
- d) Certains autres points intéressants pour le navigateur maritime, comme les atterrissages.

Article 2. — Systèmes de balisage.

On admet deux systèmes de balisage :

Le système *latéral*, qui est employé plus particulièrement pour les chenaux bien définis et dans lequel les marques de balisage indiquent le gisement des dangers par rapport à la route à suivre pour les navigateurs dans leur voisinage;

Le système *cardinal*, qui est employé plus particulièrement pour les côtes flanquées de multiples écueils ou pour les dangers isolés en mer, et dans lequel les marques de balisage indiquent la plus voisine des quatre principales orientations cardinales tracées à partir du danger.

Article 3. — Emploi des systèmes.

Dans un même pays et suivant les préférences ou les besoins locaux, on peut utiliser soit l'un, soit l'autre système, soit les deux systèmes, à condition d'indiquer clairement, dans les documents nautiques et au besoin par des marques appropriées, les limites de leur emploi respectif.

Article 4. — Indication de la forme caractéristique des marques.

Les caractéristiques des principaux types de marques flottantes sont données soit par la forme de la partie supérieure du corps même de la marque, soit par la forme d'une superstructure liée à celle-ci.

Les caractéristiques des principaux types de marques fixes sont indiquées soit par la forme du corps même de la marque, soit par la forme d'un voyant surmontant la marque.

CHAPITRE II. — SYSTÈME LATÉRAL.

Article 5. — Position des marques.

En principe, la position des marques dans le système latéral est déterminée d'après la direction générale suivie par le navigateur venant du large et s'approchant d'un port, d'une embouchure fluviale ou d'une autre voie d'eau; elle peut également l'être d'après le courant principal de flot. L'application de ces principes doit être précisée dans la mesure convenable par les documents nautiques.

Article 6. — Principaux types de marques.

Les principaux types de marques employés dans le système latéral sont les suivants: conique, cylindrique, sphérique, espar (ce dernier comprend le type en fuseau, c'est-à-dire un espar se terminant en pointe).

Article 7. — Formes des voyants.

Les voyants au sujet desquels le présent règlement contient des dispositions précises offrent les contours apparents suivants :

cône,
cylindre,
sphère,

2 cônes accolés par la base,
Croix de Saint-Georges,
Té.

ANNEX.



RULES.

CHAPTER I. — GENERAL.

Article 1. — Definitions.

The marks to which the following buoyage regulations apply include all fixed and floating marks, other than lighthouses and lightships properly so called, serving to indicate:

- (a) The lateral limits and axes of navigable channels;
- (b) Natural dangers;
- (c) Other obstructions, such as wrecks;
- (d) Certain other points of importance to the mariner, such as landfalls.

Article 2. — Buoyage Systems.

There are two systems of buoyage, the lateral and the cardinal.

The *lateral* system is generally used for well-defined channels; buoyage-marks indicate the position of dangers in relation to the route to be followed by mariners in their vicinity.

The *cardinal* system is generally used to indicate dangers where the coast is flanked by numerous islands, rocks and shoals, as well as to indicate dangers in the open sea. In this system, the bearing (true) of the mark from the danger is indicated to the nearest cardinal point.

Article 3. — Use of Systems.

One or other or both systems may be used in the same country, according to preference or local requirements, on condition that the limits of their respective use are clearly indicated in nautical documents and, if necessary, by means of appropriate marks.

Article 4. — Method of Characterising Marks by Shape.

The characteristics of the principal types of floating marks are shown either by the shape of the upper part of the body of the mark or by the shape of a superstructure secured to the mark.

The characteristics of the principal types of fixed marks are shown either by the shape of the body of the mark or by the shape of a topmark placed on the mark.

CHAPTER II. — LATERAL SYSTEM.

Article 5. — Position of Marks.

In principle, the position of marks in the lateral system is determined by the general direction taken by the mariner when approaching a harbour, river, estuary or other waterway from seaward, and may also be determined with reference to the main stream of flood tide. The application of the principle shall be defined, as required, by nautical documents.

Article 6. — Principal Types of Marks.

The principal types of marks employed in the lateral system are conical, can, spherical and spar (the last-named including the spindle type — *i.e.*, a tapered spar).

Article 7. — Shapes of Topmarks.

The topmarks for which specific provision is made in these rules have the appearance of:

- | | |
|-----------|-----------------------|
| A cone, | A diamond, |
| A can, | A St. George's cross, |
| A sphere, | A "T". |

Article 8. — *Marques de rives des chenaux.*

Les marques de rives sont caractérisées de la manière suivante :

- | | | |
|------------------------------|---|--|
| a) <i>Marques de tribord</i> | } | Forme ou type: conique, ou espar. |
| | | Couleur: noire, ou dans les cas de marques coniques, pour les besoins de la différenciation, damier noir et blanc; dans le cas d'espars, pour les besoins de la différenciation ou de la visibilité, noire avec partie supérieure blanche. |
| b) <i>Marques de bâbord</i> | } | Voyant (le cas échéant): un cône, pointe en haut, peint en noir, ou, pour les besoins de la différenciation, 2 cônes accolés par la base, sauf à l'entrée d'un chenal. Sur les espars, on peut utiliser un balai ayant l'apparence d'un cône pointe en haut. |
| | | Forme ou type: cylindrique, ou espar. |
| | } | Couleur: rouge, ou, dans le cas de marques cylindriques, pour les besoins de la différenciation, damier rouge et blanc. |
| | | Voyant (le cas échéant): un cylindre peint en rouge, ou, pour les besoins de la différenciation, un té, sauf à l'entrée d'un chenal. Sur les espars, on peut faire usage d'un balai ayant l'apparence d'un cône pointe en bas. |

N.B. — La couleur jaune peut être substituée au blanc dans les damiers pour les chenaux secondaires (chenaux qui doublent les chenaux principaux).

Article 9. — *Apposition de numéros ou de lettres.*

Si les marques de rives d'un chenal portent des numéros ou des lettres, ces numéros ou lettres doivent commencer en partant du large, les numéros impairs étant à tribord et les numéros pairs à bâbord.

Article 10. — *Eclairage.*

Les feux de rives d'un chenal sont différenciés par leur couleur ou, dans les cas où cela paraît préférable, par leur rythme ou par une combinaison de la couleur et du rythme, savoir :

- a) *A tribord*: soit un feu blanc à un ou trois éclats ou occultations, soit un feu vert avec un rythme non employé pour la signalisation des épaves (voir article 24), soit simultanément des feux blancs et des feux verts avec les caractéristiques susvisées.
- b) *A bâbord*: soit un feu rouge avec un nombre d'éclats ou d'occultations quelconque n'excédant pas quatre, soit un feu blanc à deux ou quatre éclats ou occultations, soit simultanément des feux rouges et des feux blancs avec les caractéristiques ci-dessus.

N.B. — Le feu à éclats rapides est considéré comme un feu à éclats réguliers.

Article 11. — *Marques de bancs médians ou de bifurcation ou de jonction.*

Les marques placées aux extrémités des bancs médians ont les caractéristiques suivantes:

Forme ou type: sphérique ou espar.

Couleur: bandes horizontales rouges et blanches lorsque le chenal principal est à droite ou que les deux chenaux sont d'une même importance; bandes horizontales noires et blanches lorsque le chenal principal est à gauche.

Voyants (le cas échéant):

- | | |
|--------------------------------------|---------------------------------------|
| a) Chenal principal à droite: | b) Chenal principal à gauche: |
| Bifurcation: un cylindre | Bifurcation: un cône |
| Jonction: un té | pointe en haut |
| | Jonction: deux cônes |
| | accolés par la base |
| | peints en rouge; peints en noir; |
| | |
| c) Chenaux d'une même importance: | |
| Bifurcation: une sphère | peintes |
| Jonction: une croix de Saint-Georges | en rouge. |

N.B. — Si le corps de la marque n'a pas la forme sphérique, un voyant sphérique est ajouté immédiatement au-dessous de chacun des voyants indiqués aux paragraphes a), b) et c).

Eclairage. — Les caractères des feux surmontant ces marques doivent autant que possible être distinctifs, pourvu que le choix de leurs couleurs soit limité à celles prévues à l'article 10 ci-dessus et que ni les couleurs, ni le rythme, ni les combinaisons de couleur et de rythme ne soient susceptibles de laisser une incertitude sur le bord où la marque doit être rangée.

Lorsque des caractères distinctifs convenables ne peuvent pas être adoptés pour ces feux, ceux-ci doivent être caractérisés conformément aux règles de l'article 10 et doivent autant que possible se différencier des feux voisins.

Article 12. — *Marques de milieu de chenal.*

Les marques de milieu de chenal sont utilisées pour indiquer la partie profonde d'un chenal navigable. Elles peuvent être laissées d'un côté ou de l'autre, mais devraient, de préférence, être laissées à bâbord.

Ces marques présentent les caractéristiques suivantes:

Forme: autant que possible, une forme distinctive et différente des principales formes caractéristiques (conique, cylindrique et sphérique).

Couleur: bandes verticales alternativement noires et blanches ou rouges et blanches.

Voyants (le cas échéant): formes distinctives autres que le cône pointe en haut, le cylindre ou la sphère.

Eclairage (le cas échéant): caractéristiques différentes des feux de l'éclairage latéral voisin.

Article 8. — Marking of Sides of Channels.

Marks on the two sides of a channel are characterised as follows:

- | | | |
|----------------------------------|---|---|
| (a) <i>Starboard-hand marks:</i> | } | Shape or type: Conical or spar.
Colour: Black, or, for purposes of differentiation, in the case of conical marks, black and white chequers; in the case of spars, for purposes of differentiation or visibility, black with the upper part white.
Topmark (if any): Cone, point upwards, coloured black, or, for purposes of differentiation, a diamond, except at the entrance of a channel.
On spars, a broom in the form of a cone point upwards may be used. |
| (b) <i>Port-hand marks:</i> | } | Shape or type: Can or spar.
Colour: Red, or, in the case of can-shaped marks, for purposes of differentiation, red and white chequers.
Topmark (if any): Can, coloured red, or, for purposes of differentiation, a "T", except at the entrance of a channel. On spars, a broom in the form of a cone point downwards may be used. |

N.B. — The use of yellow instead of white in the chequers is permitted in secondary channels (channels which are alternatives to main channels).

Article 9. — Numbering or Lettering.

If marks at the sides of a channel are numbered or lettered, the numbering or lettering shall commence from seaward, odd numbers on the starboard and even numbers on the port hand.

Article 10. — Lighted Marks.

Lights on marks on the two sides of a channel are differentiated by colour or, where preferred, by rhythm, or by a combination of both colour and rhythm — viz.:

(a) *Starboard-hand lights:* White lights showing one or three flashes or occultations; green lights of a character not allocated to the marking of wrecks (see Article 24); or both white lights and green lights with the above characteristics.

(b) *Port-hand lights:* Red lights showing any number of flashes or occultations up to four; white lights showing two or four flashes or occultations; or both red lights and white lights with the above characteristics.

N.B. — A rapid flashing light is regarded as a single flashing light.

Article 11. — Middle-ground or Bifurcation or Junction Marks.

Marks at the ends of middle grounds have the following characteristics:

Shape or type: Spherical or spar.

Colour: Red and white horizontal bands where the main channel is to the *right* or the channels are of *equal importance*; black and white horizontal bands where the main channel is to the *left*.

Topmarks (if any):

- | | |
|--|---|
| (a) Main channel to the <i>right</i> : | (b) Main channel to the <i>left</i> : |
| Outer end, a can, }
Inner end, a "T", } | Outer end, a cone, point
upwards, }
Inner end, a diamond }
(two cones base to base), } |
| | } Painted
} red;
} black; |
| (c) Channels of <i>equal importance</i> : | |
| Outer end, a sphere,
Inner end, a St. George's cross, } | |
| } Painted red. | |

N.B. — Where the body of the mark is not spherical, a spherical topmark is placed immediately below the topmarks indicated in (a), (b) and (c), as the case may be.

Lighted Marks. — The characteristics of lights on these marks shall, as far as possible, be distinctive; provided that no colours are used other than those prescribed in Article 10 above, and provided also that neither colour nor rhythm, nor combinations of colour and rhythm, shall be such as to lead to uncertainty with regard to the side on which the marks shall be passed.

When lights with distinctive characteristics cannot conveniently be adopted, the lights shall conform to the rules prescribed in Article 10, and they shall, as far as possible, be differentiated from neighbouring lights.

Article 12. — Mid-channel Marks.

Mid-channel marks serve to indicate the deep-water channel or fairway. They may be passed on either hand, but should preferably be left to port.

These marks are as follows:

Shape: As far as practicable, to be distinctive and different from the principal characteristic shapes (*viz.*, conical, can and spherical).

Colour: Black and white, or red and white, vertical stripes.

Topmark (if any): To be of a distinctive shape other than cone, point upwards, can or sphere.

Lights (if any) to be of a character different from neighbouring lights on marks at the sides of the channel.

CHAPITRE III. — SYSTÈME CARDINAL.

Article 13. — Principaux types de marques.

Les principaux types de marques employés dans le système cardinal sont les suivants: conique, cylindrique, ogival, en fuseau et espar.

Article 14. — Forme des voyants.

Les voyants caractéristiques présentent le contour apparent d'un cône pointe en haut, d'un cône pointe en bas, de deux cônes opposés par la base et de deux cônes opposés par le sommet. Les deux cônes doivent être, dans l'un ou l'autre cas, nettement séparés par un intervalle.

Article 15. — Couleurs caractéristiques.

Les couleurs caractéristiques de jour pour la signalisation des dangers sont le noir combiné avec le blanc et le rouge combiné avec le blanc, par divisions horizontales.

Article 16. — Répartition des caractéristiques dans les quadrants.

On distingue quatre quadrants dits Nord, Sud, Est, Ouest; ils sont limités respectivement par les directions N.E., S.E., S.W., N.W., prises à partir du danger.

Les marques de danger sont caractérisées de la manière suivante dans les différents quadrants:

Quadrant Nord (N.W.-N.E.):

Forme ou type: conique, ou espar.

Voyant (le cas échéant): un cône à pointe en haut.

Couleur: noire à large bande blanche médiane.

Feu (le cas échéant): blanc, avec variations en nombre impair (éclats de préférence ou occultations).

Quadrant Sud (S.E.-S.W.):

Forme ou type: cylindrique, ou espar.

Voyant (le cas échéant): un cône à pointe en bas.

Couleur: rouge à large bande blanche médiane.

Feu (le cas échéant): rouge de préférence ou blanc, avec variations en nombre pair (éclats de préférence ou occultations).

Quadrant Est (N.E.-S.E.):

Forme ou type: ogivale, ou espar.

Voyant (le cas échéant): deux cônes opposés par la base.

Couleur: rouge pour la moitié supérieure, blanche pour la moitié inférieure.

Feu (le cas échéant): rouge de préférence ou blanc, avec variations en nombre impair (éclats de préférence ou occultations).

Quadrant Ouest (S.W.-N.W.):

Forme ou type: fuseau ou espar.

Voyant (le cas échéant): deux cônes opposés par le sommet.

Couleur: noire pour la moitié supérieure, blanche pour la moitié inférieure.

Feu (le cas échéant): blanc, avec variations en nombre pair (éclats de préférence ou occultations).

N.B. — a) Il est permis de n'utiliser que deux formes caractéristiques pour le corps de la marque et d'employer la même forme conique dans les quadrants Nord et Est, la même forme cylindrique dans les quadrants Sud et Ouest.

b) Si dans le seul cas des espars et pour les seuls quadrants Nord et Est l'on veut se donner le bénéfice supplémentaire d'une position inverse des couleurs foncées dans les quadrants opposés, la marque du quadrant Nord est peinte en blanc avec une large bande noire médiane, la marque du quadrant Est est peinte en blanc dans la moitié supérieure, en rouge dans la moitié inférieure.

c) Le feu à éclats rapides est considéré comme un feu à éclats réguliers.

CHAPTER III. — CARDINAL SYSTEM.

Article 13. — Principal Types of Marks.

The principal types of marks employed in the cardinal system are: Conical, cylindrical, ogival, spindle and spar.

Article 14. — Shape of Topmarks.

The characteristic topmarks have the appearance of a cone point upwards, a cone point downwards, two cones base to base and two cones point to point. The cones in each case shall be clearly separated.

Article 15. — Characteristic Colours.

The characteristic colours by day for marking dangers are black combined with white, and red combined with white, in horizontal sections.

Article 16. — Allocation of Characteristics to the Quadrants.

The four quadrants, north, south, east and west, are bounded by the bearings N.E., S.E., S.W., and N.W., taken from the point of danger.

Danger marks in the different quadrants are characterised as follows:

Northern Quadrant (N.W. to N.E.):

Shape or type: Conical, or spar.

Topmark (if any): Cone, point upwards.

Colour: Black with a wide white median band.

Light (if any): White, with an odd number of variations (flashing preferably or occulting).

Southern Quadrant (S.E. to S.W.):

Shape or type: Cylindrical, or spar.

Topmark (if any): Cone, point downwards.

Colour: Red with a wide white median band.

Light (if any): Red preferably or white, with an even number of variations (flashing preferably or occulting).

Eastern Quadrant (N.E. to S.E.):

Shape or type: Ogival, or spar.

Topmark (if any): Two cones, base to base.

Colour: Red above, white below.

Light (if any): Red preferably or white, with an odd number of variations (flashing preferably or occulting).

Western Quadrant (S.W. to N.W.):

Shape or type: Spindle, or spar.

Topmark (if any): Two cones, point to point.

Colour: Black above and white below.

Light (if any): White, with an even number of variations (flashing preferably or occulting).

N.B. — (a) The number of characteristic shapes employed for the body of the mark may, if desired, be limited to two, the conical shape being employed in the northern and eastern quadrants and the cylindrical shape in the southern and western quadrants.

(b) When spars only are used, it may be advantageous in the northern and eastern quadrants to reverse the position of the dark colours; in this case, the northern quadrant mark shall be white with a wide black median band and the eastern quadrant mark shall be white above and red below.

(c) A rapid flashing light is regarded as a single flashing light.

CHAPITRE IV. — MARQUES COMMUNES AUX DEUX SYSTÈMES ET MARQUES DIVERSES.

Article 17. — Marques de danger isolé.

Lorsqu'on désire utiliser une marque spéciale pour un danger que l'on peut convenablement signaler par une marque unique et qu'on peut laisser d'un bord ou de l'autre, la marque aura les caractéristiques suivantes:

- Forme ou type: sphérique, ou espar.
- Couleur: larges bandes horizontales noires et rouges séparées éventuellement par une étroite bande blanche.
- Voyant (le cas échéant): une sphère, peinte en noir ou en rouge, ou en deux couleurs, noire et rouge, séparées par une ligne horizontale.
- Feu (le cas échéant): rythmé, soit blanc, soit rouge.

Article 18. — Marques d'atterrissage.

Les marques d'atterrissage, qui sont des repères en eaux navigables indiquant l'approche d'un port ou d'une embouchure fluviale, ont les caractéristiques suivantes:

- Forme: au choix, mais ne devant pas produire de risques de confusion par rapport aux règles des marques de chenaux.
- Couleur: bandes verticales alternativement noires et blanches ou alternativement rouges et blanches.
- Feu (le cas échéant): rythmé.

Article 19. — Marques de transition.

Les marques indiquant le passage du balisage latéral au balisage cardinal ou inversement ont les caractéristiques suivantes:

- Forme: au choix, mais ne devant pas produire de risques de confusion par rapport aux règles des marques de chenaux.
- Couleur: bandes spirales rouges et blanches ou noires et blanches.

Article 20. — Marques indiquant les mouillages de quarantaine.

Ces marques ont les caractéristiques suivantes:

- Forme: au choix, mais ne devant pas produire de risques de confusion par rapport aux règles des marques de chenaux.
- Couleur: jaune.

Article 21. — Marques indiquant les orifices des égouts ou canalisations ou les dépôts de matériaux.

Ces marques ont les caractéristiques suivantes:

- Forme: au choix, mais ne devant pas produire de risques de confusion par rapport aux règles des marques de chenaux.
- Couleur: jaune en haut, noire en bas.
- Eclairage: au choix, mais en tenant dûment compte des caractéristiques des autres marques lumineuses qui se trouvent dans le voisinage.

Article 22. — Balisage des zones utilisées pour les exercices ou opérations des Services de la Marine, de la Guerre, de l'Air.

Les bouées indiquant les limites de ces zones ont les caractéristiques suivantes:

- Forme: au choix.
- Couleur: blanche, avec deux bandes bleues se croisant à angle droit sur l'extrémité supérieure de l'axe vertical du corps de la marque, descendant jusqu'au niveau de l'eau et représentant ainsi une croix vue d'en haut, combinée facultativement avec l'inscription de deux lettres initiales indiquant une zone dangereuse dans la langue nationale (en français « Z.D. » par exemple).

CHAPTER IV. — MARKS COMMON TO BOTH SYSTEMS AND OTHER MARKS.

Article 17. — Isolated Danger Marks.

Where it is desired to use a special mark for a danger which can be adequately indicated by a single mark and which may be passed on either hand, the mark shall be as follows:

Shape or type: Spherical or spar.

Colour: Wide black and red horizontal bands separated, if desirable, by a narrow white band.

Topmark (if any): Sphere painted black or red, or half-black and half-red, horizontally.

Light (if any): Rhythmic, either white or red.

Article 18. — Landfall Marks.

Landfall marks serving to indicate the seaward approach to a harbour, river or estuary are as follows:

Shape: Optional, but must not be misleading, having regard to the rules for channel marking.

Colour: Black and white, or red and white, vertical stripes.

Light (if any): Rhythmic.

Article 19. — Transition Marks.

Marks indicating the transition between the cardinal and lateral systems are as follows:

Shape: Optional, but must not be misleading, having regard to the rules for channel marking.

Colour: Either red and white or black and white spiral bands.

Article 20. — Quarantine-ground Marks.

Quarantine-ground marks are as follows:

Shape: Optional, but must not be misleading, having regard to the rules for channel marking.

Colour: Yellow.

Article 21. — Outfall and Spoil-ground Marks.

Outfall and spoil-ground marks are as follows:

Shape: Optional, but must not be misleading, having regard to the rules for channel marking.

Colour: Yellow above and black below.

Light: Optional, but due regard should be paid to the character of other lighted marks in the vicinity.

Article 22. — Marking of Areas used for Naval, Military or Air Force Practice Purposes.

Buoys indicating the limits of such areas are as follows:

Shape: Optional.

Colour: White with two blue stripes intersecting at right angles at the upper extremity of the vertical axis of the mark and extending to the water-line, thus representing a cross when observed from above, in combination, if desired, with lettering indicating in the national language a dangerous area (*e.g.*, in English, "D.A.").

CHAPITRE V. — ÉPAVES.

Article 23. — Prescriptions générales.

Les épaves peuvent être balisées dans le système latéral ou dans le système cardinal.

Les documents nautiques doivent indiquer le système ou les systèmes en usage dans chaque pays.

Lorsque la présence d'une épave est bien connue, elle peut au besoin être signalée comme un danger naturel, après que le navigateur en a été dûment avisé.

Les marques d'épaves sont peintes de la couleur caractéristique verte.

Les marques d'épaves portent, si possible, la lettre W; si la surface disponible le permet, par exemple dans le cas d'un balisage par bateau, elles portent, sur deux faces si possible, soit le mot « Wreck », soit la seule lettre W, suivis, s'il est jugé utile, du mot équivalent dans la langue nationale; toutes ces inscriptions sont peintes en blanc.

N.B. — Les signaux sonores des marques d'épaves, s'il en est employé, ne doivent pas se confondre avec les autres signaux sonores voisins.

CARACTÉRISTIQUES DANS LE CAS DU SYSTÈME LATÉRAL.

Article 24. — Bouées d'épaves ¹.

Couleur: verte (y compris, le cas échéant, le voyant).

a) Si la marque doit être laissée à *tribord*: Forme ou type: conique, ou espar.

Voyant (le cas échéant): cône.

Feu (le cas échéant): vert à trois éclats.

b) Si la marque doit être laissée à *bâbord*: Forme ou type: cylindrique, ou espar.

Voyant (le cas échéant): cylindrique.

Feu (le cas échéant): vert à deux éclats.

Si la marque n'a pas la forme caractéristique, sa partie inférieure est colorée respectivement en noir ou rouge dans les cas a) et b) ci-dessus, mais la couleur verte doit rester dominante.

c) Lorsque la marque peut être laissée d'un *bord ou de l'autre*:

Forme ou type: sphérique, ou espar.

Voyant (le cas échéant): sphérique.

Feu (le cas échéant): vert à occultations régulières, la période de lumière étant nettement plus longue à l'œil que la période d'obscurité.

Lorsqu'une épave, pouvant être laissée d'un bord ou de l'autre, est signalée par plusieurs marques lumineuses flottantes situées à chaque extrémité de l'épave, les divers feux peuvent être différenciés par des rythmes de durée différente, pourvu que la règle posée par le précédent paragraphe soit respectée pour tous les feux.

Article 25. — Bateaux signalant une épave ².

Les bateaux signalant une épave arborent les formes suivantes peintes en vert:

a) Bateaux à laisser à *tribord*:

Deux sphères surmontées d'un cône pointe en haut, en ligne verticale;

b) Bateaux à laisser à *bâbord*:

Une sphère surmontée d'un cylindre, en ligne verticale;

c) Bateaux à laisser *indifféremment d'un bord ou de l'autre*:

Quatre sphères disposées deux par deux, selon deux lignes verticales.

Les formes sont assez élevées pour apparaître nettement au-dessus des superstructures.

L'espace vertical à ménager entre les formes doit être au moins égal à une fois et demie le diamètre des sphères.

L'espace horizontal entre les lignes de formes de la disposition c) doit être aussi grand que possible et toujours au moins égal au double de l'espace vertical entre les formes.

Eclairage: Feux fixes verts placés, au point de vue de leur nombre et de leur disposition, comme les formes ci-dessus définies.

Les bateaux servant à la signalisation des épaves ne doivent pas porter le feu de position réglementaire du navire à l'ancre.

Signaux sonores: Sur les bateaux gardés, en cas de brume, de grosse pluie ou de neige, une cloche émet, le cas échéant, à intervalles de trente secondes au plus, les groupes de sons consécutifs suivants:

Trois coups, si le bateau doit être laissé à *tribord*;

Deux coups, si le bateau doit être laissé à *bâbord*;

Quatre coups, si le bateau doit être laissé *d'un bord ou de l'autre*.

N.B. — Si l'on recourt à un autre appareil sonore qu'une cloche, il ne doit en résulter aucune confusion avec les signaux sonores voisins.

¹ Les balises fixes utilisées pour marquer les épaves coulées par des petits fonds sont caractérisées selon les mêmes règles.

² Lorsque l'épave porte elle-même les formes ou l'éclairage destinés à la signaler sans qu'il y ait de balisage flottant indépendant, cette signalisation comporte l'emploi de la même couleur verte de jour et de nuit, et ne doit pas être en discordance avec les règles du présent article.

CHAPTER V. — MARKING OF WRECKS.

Article 23. — *General Provisions.*

Wrecks may be marked according to the lateral system or the cardinal system. Nautical documents shall indicate the system or systems in use in each country. When the presence of a wreck has become generally known, it may then be marked as a natural danger, after adequate notice to this effect has been given to the mariner. Wreck marks are painted with the characteristic colour green. Wreck marks should, if possible, carry the letter "W", or, if space permits, as in the case of vessels, the word "Wreck" or the letter "W" followed, where deemed advisable, by the equivalent word in the national language. Such inscriptions shall be painted in white on both sides.

N.B. — Sound signals, if used on wreck marks, shall be such as not to be mistaken for neighbouring sound signals.

CHARACTERISTICS IN THE LATERAL SYSTEM.

Article 24. — *Wreck-marking Buoys.*¹

Colour: Green (including topmark if any).

- (a) If to be passed on the *starboard-hand*: Shape or type: Conical, or spar.
Topmark (if any): Cone.
Light (if any): Triple-flashing green.
- (b) If to be passed on the *port-hand*: Shape or type: Can, or spar.
Topmark (if any): Can.
Light (if any): Double-flashing green.

If the body of the mark in the cases of (a) and (b) above does not conform to the characteristic shape, the lower part of the mark shall be coloured black or red, as the case may be, but the predominant colour shall be green.

- (c) If to be passed on *either hand*:
Shape or type: Spherical, or spar.
Topmark (if any): Sphere.
Light (if any): Single occulting green, the duration of light being appreciably longer to the eye than the interval of darkness.

Where a wreck which can be passed on either hand is marked by more than one lighted buoy, the lights may be differentiated by different periods of occultation, provided that the principle embodied in the preceding paragraph is observed in the case of each light.

Article 25. — *Wreck-marking Vessels.*²

Wreck-marking vessels display green painted shapes.

- (a) If to be passed on the mariner's *starboard-hand*:
Two spheres surmounted by a cone point upwards in a vertical line.
- (b) If to be passed on the mariner's *port-hand*:
A sphere surmounted by a cylinder in a vertical line.
- (c) If to be passed on *either hand*:
Four spheres disposed vertically by pairs.

The shapes are disposed so as to be distinctly visible above the vessel's superstructure. The shapes shall be disposed vertically with a clear space between each shape equal to not less than one and a half times the diameter of the spherical shape. The horizontal distance between the shapes in (c) shall be as great as possible and in no case less than twice the vertical distance between the shapes. Lights: Fixed green; shall correspond in number and arrangement to the shapes mentioned above.

Vessels marking wrecks shall not carry the ordinary riding-light carried by a vessel at anchor. Sound signals: On manned wreck-marking vessels during fog, mist, falling snow or heavy rainstorms, a bell, if used, is rung at intervals of not more than thirty seconds, as follows:

Three strokes, if the vessel is to be passed on the mariner's *starboard-hand*;
Two strokes, if the vessel is to be passed on the mariner's *port-hand*;
Four strokes, if the vessel can be passed on *either hand*.

N.B. — Should sound signals be given by means other than a bell, they shall be such as not to be mistaken for neighbouring sound signals.

¹ When posts fixed in the ground are used to mark wrecks in shallow waters, they conform to the rules.

² Where shapes and/or lights are exhibited from the wreck itself, instead of a floating mark being used, the colour green shall be employed by day and by night and the shapes and/or lights shall not conflict with the rules laid down in this article.

CARACTÉRISTIQUES DANS LE CAS DU SYSTÈME CARDINAL.

Article 26. — Bouées d'épaves.

Les marques d'épaves sont placées seulement dans les quadrants Est et Ouest, et ont les caractéristiques suivantes :

Quadrant Est :

Forme ou type: conique, ogivale ou espar.

Voyant: deux cônes opposés par la base.

Couleur: verte.

Feu (le cas échéant): vert, à groupes réguliers de scintillements, séparés par des intervalles d'obscurité, avec un rythme d'au moins quarante apparitions de lumière par minute dans les périodes de scintillement.

Quadrant Ouest :

Forme ou type: cylindrique, en fuseau ou espar.

Voyant: deux cônes opposés par le sommet.

Couleur: verte.

Feu (le cas échéant): vert, scintillant, à quarante apparitions au moins de lumière par minute.

N.B. — Les voyants sont obligatoires soit sur la marque principale, soit, comme il est dit dans l'article 28, sur une marque associée, afin de distinguer les bouées d'épaves du système cardinal des bouées d'épaves du système latéral.

CHAPITRE VI. — DISPOSITIONS DIVERSES.

Article 27. — Marques non définies.

Les marques dont la destination n'est pas définie par les présentes règles sont colorées de façon à ne permettre aucune confusion avec celles qui font l'objet des présentes règles. Les bouées sonores, notamment, doivent avoir, si possible, des caractéristiques appropriées à leur position et tenant compte des règles qui précèdent.

Certaines balises fixes, comportant par exemple des dispositions indiquant la direction à suivre, doivent se distinguer en tout cas des marques flottantes et être au besoin munies, à cet effet, de caractéristiques spéciales.

Article 28. — Voyants.

Lorsque, en raison d'avaries ou d'autres circonstances exceptionnelles, une marque ou sa superstructure, compte tenu de sa position dans le balisage, ne revêt pas la forme caractéristique prévue dans les règles susmentionnées, elles devra, en attendant par exemple leur réparation ou leur remplacement, être surmontée du voyant caractéristique correspondant. On peut aussi doubler la marque par une autre portant le voyant convenable.

Sauf indication contraire résultant des règles qui précèdent, ces voyants sont peints dans la couleur caractéristique la plus foncée qui soit utilisée pour le corps de la marque. Cette disposition n'est pas obligatoire lorsque les balais sont employés comme voyants.

Les voyants de même forme peuvent être répétés par superposition pour faciliter la différenciation de trop nombreuses marques voisines. On peut se borner à répéter le cône inférieur dans le cas de voyants des quadrants Est et Ouest du système cardinal.

Article 29. — Feux fixes.

L'emploi de feux fixes, et surtout de feux fixes blancs, doit être évité toutes les fois qu'il est possible sur les marques fixes ou flottantes servant uniquement au balisage d'un chenal, sauf dans le cas de bateaux balisant des épaves dont les feux doivent répondre aux dispositions de l'article 25.

Article 30. — Feux de port.

Pour les feux placés sur les ouvrages extérieurs d'entrée de ports s'ouvrant directement sur la mer et dont le but principal est de baliser le chenal, la couleur et le rythme doivent être autant que possible conformes aux dispositions de l'article 10. Dans le cas des ports ne s'ouvrant pas directement sur la mer ou dans le cas de l'éclairage intérieur des ports, cette règle n'est pas obligatoirement applicable si les conditions locales, dont les autorités compétentes restent juges, conduisent à préférer d'autres caractéristiques.

Le présent article ne s'applique pas aux feux placés sur des supports fixes qui ne peuvent pas être confondus avec ceux du balisage proprement dit.

CHARACTERISTICS OF THE CARDINAL SYSTEM.

Article 26. — Wreck-marking Buoys.

Wreck marks are only placed in the eastern and western quadrants and have the following characteristics:

Eastern quadrant:

Shape or type: Conical, ogival or spar.

Topmark: Two cones base to base.

Colour: Green.

Light (if any): Green, interrupted flashing, giving a succession of rapid flashes, at a rate of at least forty per minute for a given period, followed by a given interval of darkness.

Western quadrant:

Shape or type: Cylindrical, spindle or spar.

Topmark: Two cones point to point.

Colour: Green.

Light (if any): Green flashing, at a rate of at least forty flashes per minute.

N.B. — Topmarks are compulsory either on the main mark or, as in Article 28, in conjunction with it, in order to distinguish the wreck-marking buoys of the cardinal system from the wreck-marking buoys of the lateral system.

CHAPTER VI. — MISCELLANEOUS PROVISIONS.

Article 27. — Undefined Marks.

Marks whose purpose is not defined in these rules are coloured in such a way as not to lead to confusion with marks whose purpose is defined in these rules. Bell buoys and whistle buoys have, if practicable, the characteristics appropriate to their position in accordance with the foregoing rules.

Certain fixed marks indicating, for instance, the direction to be followed by a mariner may be provided with characteristics which allow them to be distinguished clearly from floating marks.

Article 28. — Topmarks.

When, owing to damage or to other exceptional circumstances, a mark or its superstructure, having regard to its position in the system, does not conform to the characteristic shape laid down in the foregoing rules, it shall, pending, for example, repair or replacement, be furnished with the appropriate characteristic topmark. Alternatively, an additional mark bearing the appropriate topmark may be used.

Where not otherwise stated in the foregoing rules, topmarks are painted with the darker of the characteristic colours used for the body of the mark. This provision is not obligatory when brooms are employed as topmarks.

For purposes of differentiation where there are numerous neighbouring marks, additional topmarks of the same shape may be used on the same mark or the lower cone alone may be duplicated in the case of topmarks used in the eastern and western quadrants of the cardinal system.

Article 29. — Fixed Lights.

The use of fixed lights, especially white lights on fixed and floating marks, which serve the sole purpose of the marking of a channel, should be avoided whenever practicable, except in the case of wreck-marking vessels, where the lights should conform with Article 25.

Article 30. — Harbour Lights.

In the case of lights placed on external permanent works at the entrance to harbours opening directly on to the sea and whose principal purpose is to mark the channel, the colour and rhythm should, as far as possible, be in accordance with the provisions of Article 10. This rule need not be applied in the case of harbours which do not open directly on to the sea or in the case of lights situated within harbours if, in the opinion of the responsible authorities, local conditions render other characteristics preferable.

The present article does not relate to lights which are placed on fixed supports and which cannot be confused with lights forming part of the buoyage system properly so called.

Article 31. — Secteurs colorés et feux de direction.

Lorsqu'on munit de secteurs les feux qui font partie d'un système latéral de balisage, il est désirable, quand les circonstances le permettent, que les colorations de ces secteurs soient conformes aux dispositions de l'article 10. Dans les cas où il n'est pas jugé possible d'observer cette règle, les couleurs doivent, de préférence, être réparties conformément à une règle bien définie, appliquée dans une région déterminée, afin que les secteurs puissent être disposés d'une même manière lorsque les situations sont semblables.

Si des feux de direction ou d'alignement peuvent entraîner une confusion avec des feux latéraux de chenaux, leur coloration devrait être conforme à l'un ou l'autre des principes résultant du précédent alinéa.

Article 32. — Supports fixes des feux.

Les supports fixes des feux qui font partie d'un système latéral de balisage devraient, autant que possible, être peints de la couleur caractérisant leur position dans le système considéré. Toutefois, si l'on ne peut employer la couleur caractéristique réglementaire, on doit éviter d'employer la couleur caractéristique opposée.

Article 31. — Coloured Sector Lights and Leading Lights.

Where coloured sectors are used in lights forming part of the lateral system of buoyage, it is desirable, when circumstances permit, that their colours should be in accordance with Article 10. In cases where this is not considered practicable, the colours should preferably be allocated in accordance with a definite rule laid down for a particular region, in order that the sectors may be arranged in the same manner when the circumstances are similar.

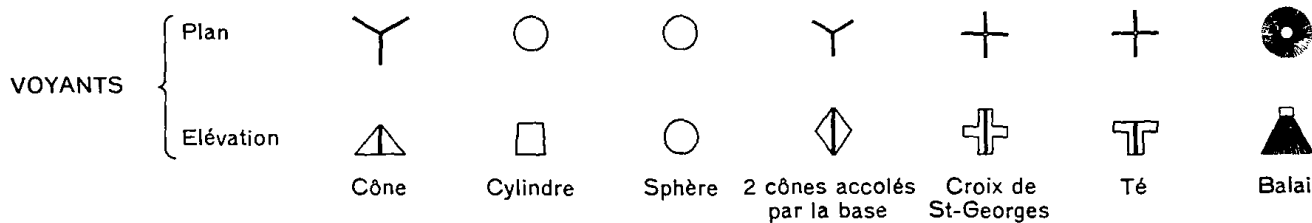
Where a leading light or lights might be mistaken for a light or lights forming a part of the lateral system, the colour should be in accordance with one or other of the principles laid down in the preceding paragraph.

Article 32. — Fixed Supports for Lights.

Fixed supports for lights forming part of the lateral system of buoyage should, as far as practicable, be painted in the colour characteristic of the position of the light in that system. If the correct characteristic colour cannot be used, the opposite characteristic colour should be avoided.

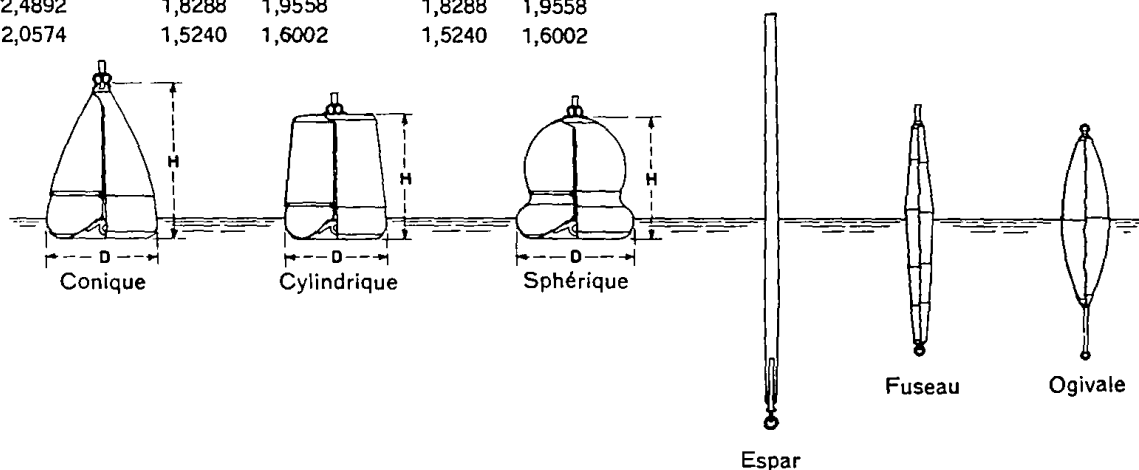
DIAGRAMMES ILLUSTRANT, A TITRE D'EXEMPLE, QUELQUES MARQUES DE BALISAGE DÉFINIES DANS LE RÈGLEMENT

TYPES DE SIGNAUX

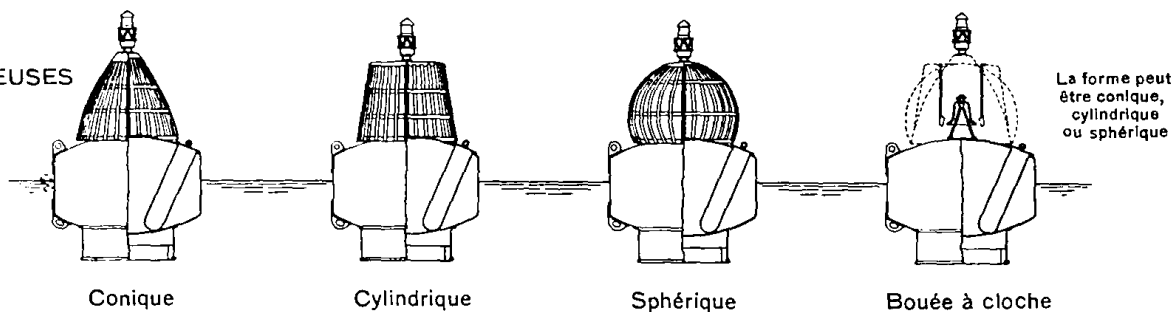


CATÉGORIE	D	H	D	H	D	H
	mètres	mètres	mètres	mètres	mètres	mètres
1	3,6576	4,9784	3,6576	3,8608	3,6576	3,8608
2	3,0480	4,1148	3,0480	3,2004	3,0480	3,2004
3	2,4384	3,3020	2,4384	2,5908	2,4384	2,5908
4	1,8288	2,4892	1,8288	1,9558	1,8288	1,9558
5	1,5240	2,0574	1,5240	1,6002	1,5240	1,6002

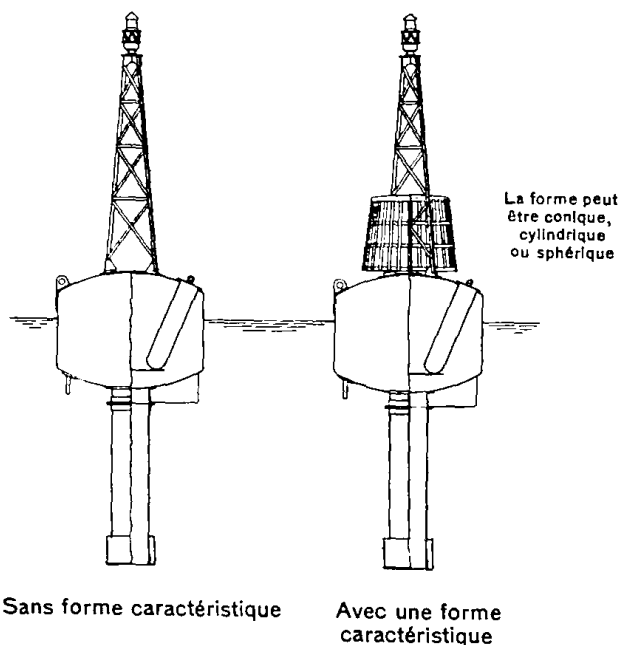
BOUÉES NON LUMINEUSES



BOUÉES LUMINEUSES

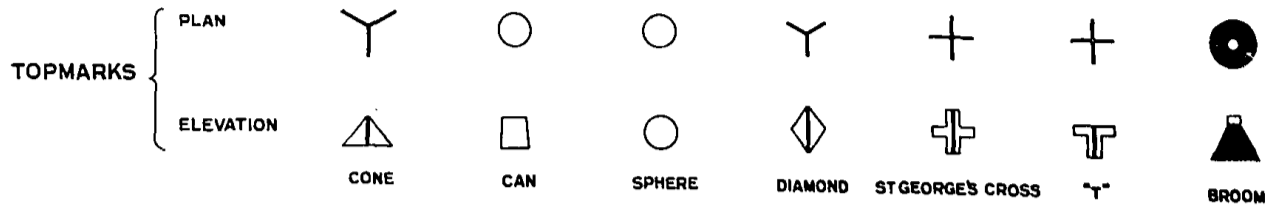


BOUÉES LUMINEUSES A PLAN FOCAL ÉLEVÉ



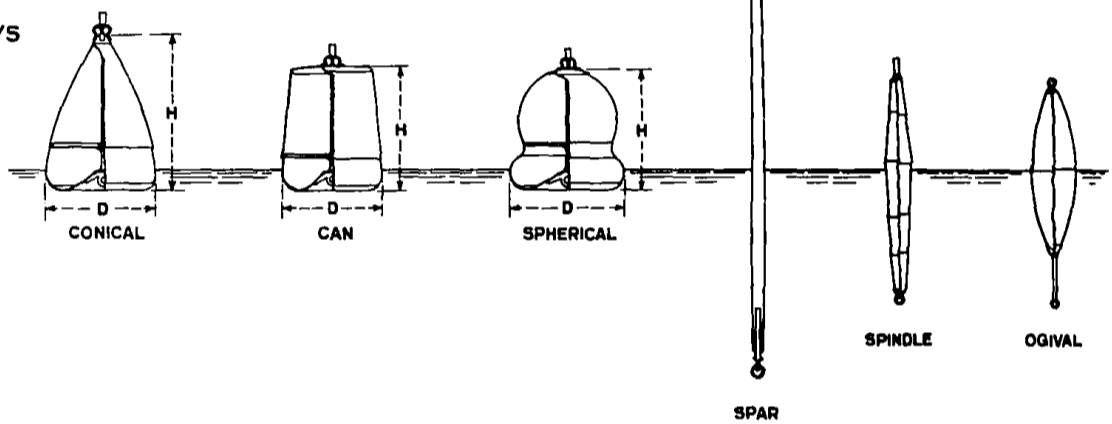
DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE RULES

TYPES OF MARKS

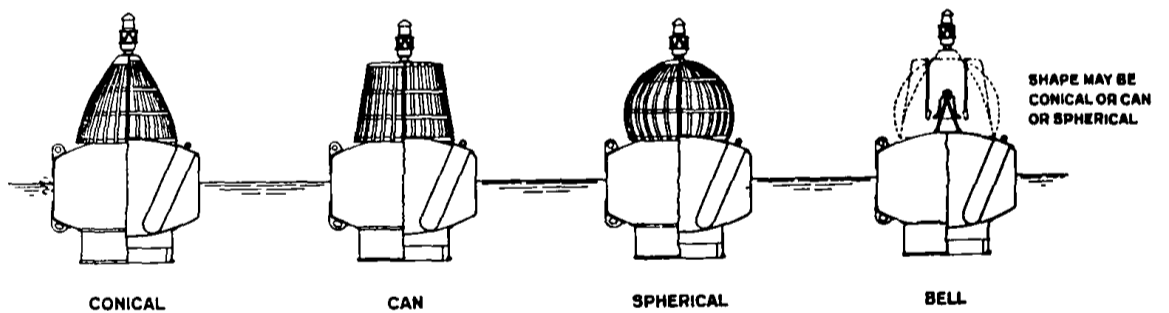


CLASS	D	H	CLASS	D	H	CLASS	D	H
1	12'-0"	16'-4"	1	12'-0"	12'-8"	1	12'-0"	12'-8"
2	10'-0"	13'-6"	2	10'-0"	10'-6"	2	10'-0"	10'-6"
3	8'-0"	10'-10"	3	8'-0"	8'-6"	3	8'-0"	8'-6"
4	6'-0"	8'-2"	4	6'-0"	6'-4"	4	6'-0"	6'-4"
5	5'-0"	6'-9"	5	5'-0"	5'-3"	5	5'-0"	5'-3"

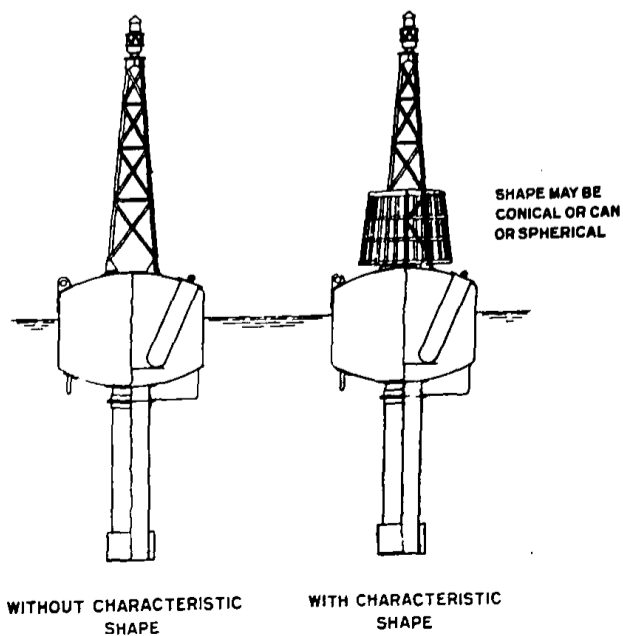
UNLIGHTED BUOYS



LIGHTED BUOYS













LIGHTED BUOYS OF HIGH FOCAL PLANE










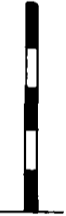
















DIAGRAMMES ILLUSTRANT, A TITRE D'EXEMPLE, QUELQUES MARQUES DE BALISAGE DÉFINIES DANS LE RÈGLEMENT



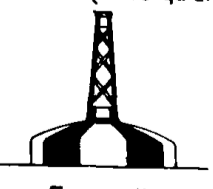
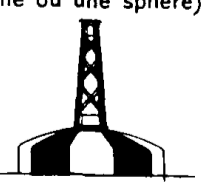
SYSTÈME LATÉRAL

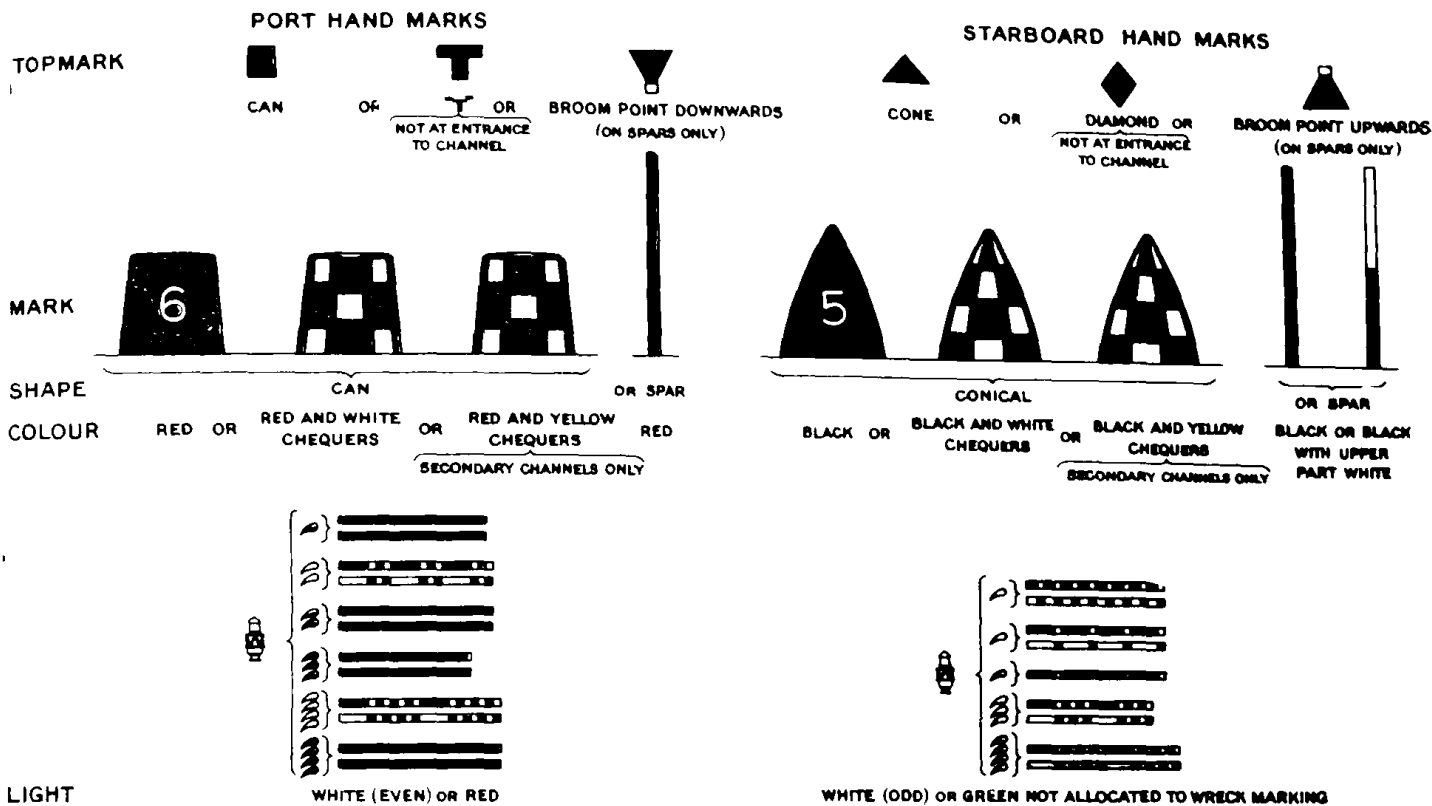
	Marques de bâbord			Marques de tribord		
VOYANT		ou			ou	
	Cylindre		pas à l'entrée d'un chenal	Balai pointe en bas (seulement sur les espars)		2 cônes accolés par la base pas à l'entrée d'un chenal
						Balai pointe en haut (seulement sur les espars)
MARQUE						
FORME	Cylindrique ou espar			Conique		ou espar
COULEUR	Rouge ou damier rouge et blanc seulement pour les chenaux secondaires			Noire ou damier noir et blanc seulement pour les chenaux secondaires		Noir ou noir avec partie supérieure blanche
FEU	Blanc (nombre pair) ou rouge			Blanc (nombre impair) ou vert (caractéristique non réservée au balisage des épaves)		

MARQUES DE BANCS MÉDIANS, DE BIFURCATION OU DE JONCTION

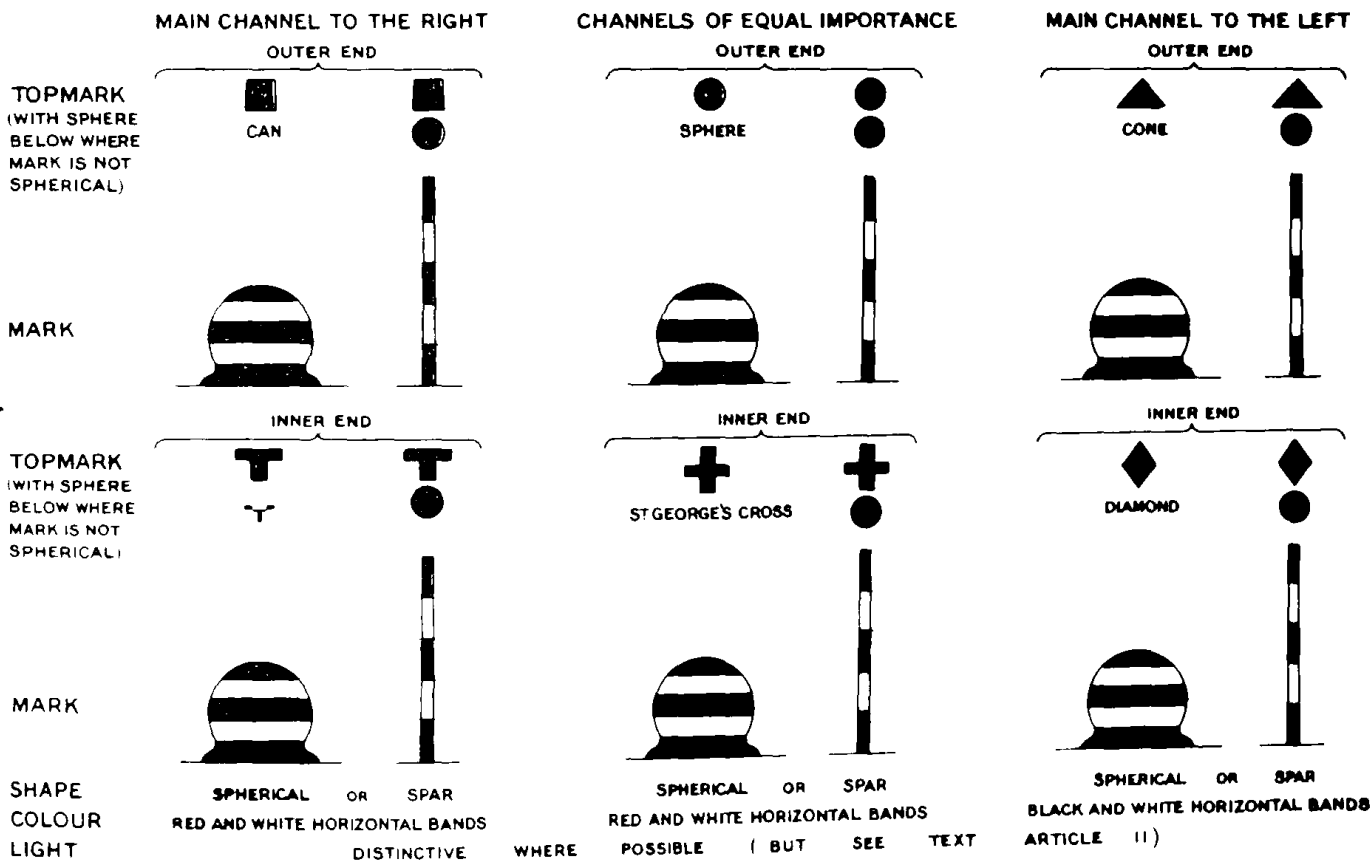
	Chenal principal à droite Bifurcation		Chenaux de même importance Bifurcation		Chenal principal à gauche Bifurcation	
VOYANT (avec une sphère en dessous si la marque n'est pas sphérique)						
	Cylindre		Sphère		Cône	
MARQUE						
	Jonction		Jonction		Jonction	
VOYANT (avec une sphère en dessous si la marque n'est pas sphérique)						
	"T"		Croix de St-Georges		2 cônes accolés par la base	
MARQUE						
FORME	Sphérique ou espar		Sphérique ou espar		Sphérique ou espar	
COULEUR	Bandes horizontales rouges et blanches		Bandes horizontales rouges et blanches		Bandes horizontales noires et blanches	
FEU	Caractères distinctifs autant que possible (voir le texte de l'article 11)					

MARQUES DE MILIEU DE CHENAL

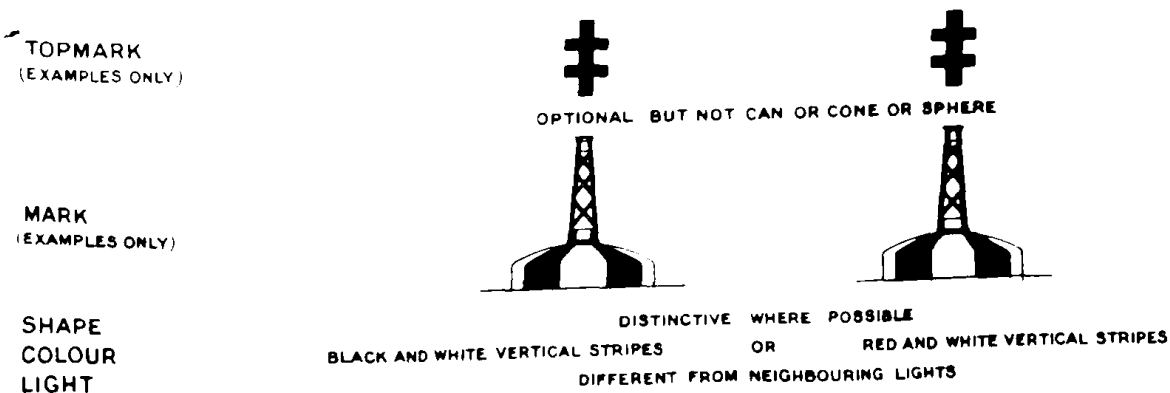
VOYANT (à titre d'exemple)		
	Au choix (autre qu'un cylindre, un cône ou une sphère)	
MARQUE (à titre d'exemple)		
FORME	Forme distinctive autant que possible	
COULEUR	Bandes verticales noires et blanches ou Bandes verticales rouges et blanches	
FEU	Caractéristiques différentes des feux voisins	



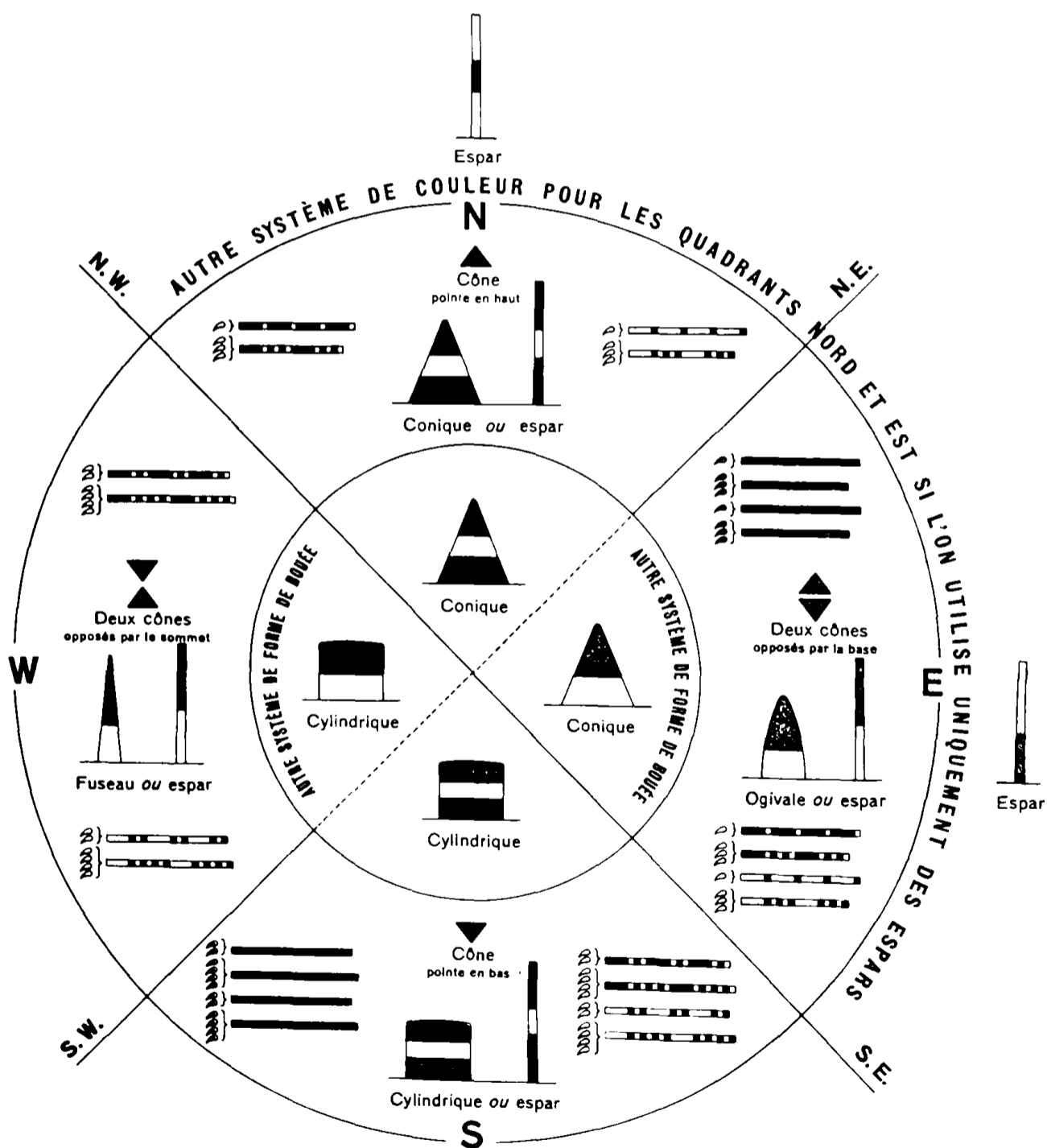
MIDDLE-GROUND OR BIFURCATION OR JUNCTION MARKS



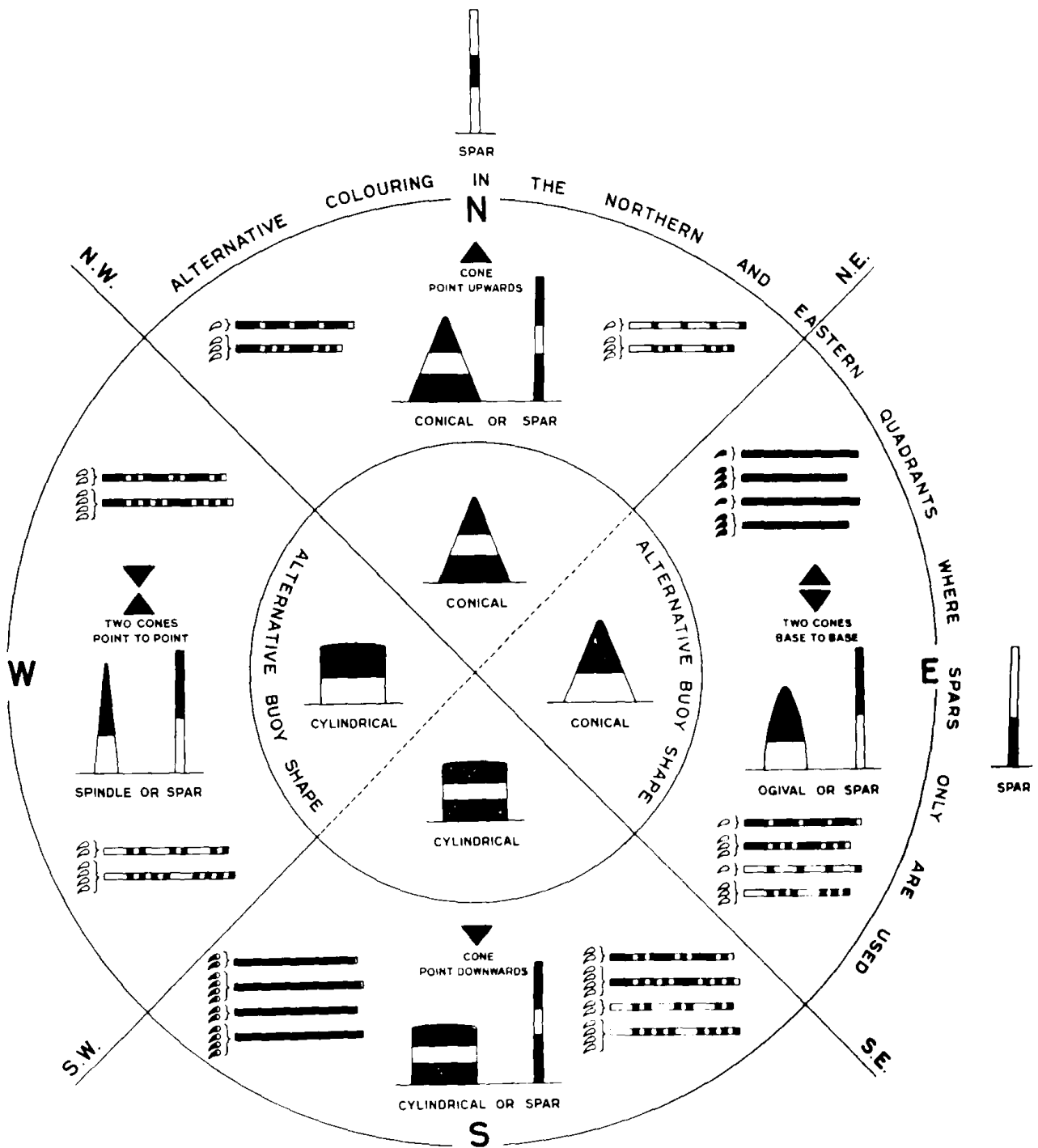
MID-CHANNEL MARKS



DIAGRAMMES ILLUSTRANT, A TITRE D'EXEMPLE, QUELQUES MARQUES DE BALISAGE DÉFINIES DANS LE RÈGLEMENT
SYSTÈME CARDINAL



DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE RULES
CARDINAL SYSTEM

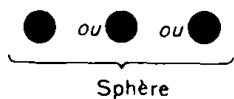


DIAGRAMMES ILLUSTRANT, A TITRE D'EXEMPLE, QUELQUES MARQUES DE BALISAGE DÉFINIES DANS LE RÈGLEMENT

MARQUES COMMUNES AUX DEUX SYSTÈMES ET MARQUES DIVERSES

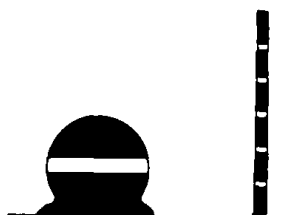
MARQUES DE DANGER ISOLÉ

VOYANT



Sphère

MARQUE



Sphérique ou espar

COULEUR

Larges bandes horizontales noires et rouges séparées éventuellement par une étroite bande blanche

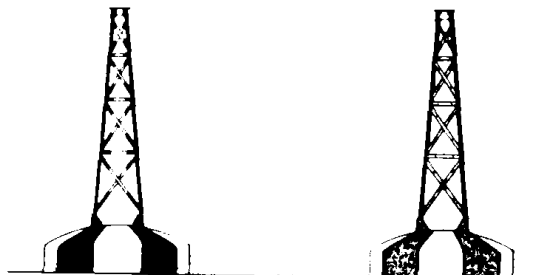
FEU

Rythmé (blanc ou rouge)

MARQUES D'ATERRISSAGE



Au choix (voir la note)



Au choix (voir la note)

Bandes verticales alternativement noires et blanches ou alternativement rouges et blanches

Rythmé

MARQUES DE TRANSITION

VOYANT



Au choix (voir la note)

MARQUE



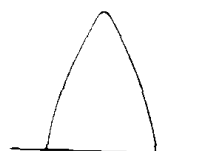
Au choix (voir la note)

FORME

COULEUR

Bandes spirales rouges ou Bandes spirales noires et blanches

MARQUES INDICANT LES MOUILLAGES DE QUARANTAINE

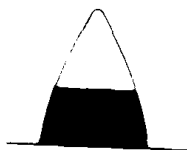


Au choix (voir la note)

Jaune

MARQUES INDICANT LES ORIFICES DES ÉGOUTS OU CANALISATIONS ET LES DÉPÔTS DE MATÉRIEAUX

VOYANT



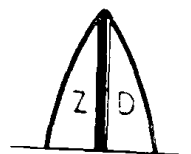
Au choix (voir la note)

FORME

COULEUR

Jaune en haut, noire en bas

ZONES UTILISÉES POUR LES EXERCICES OU OPÉRATIONS DES SERVICES DE LA MARINE, DE LA GUERRE OU DE L'AIR



Au choix (voir la note)

Blanche avec des bandes bleues en croix (pour l'inscription, voir le texte)

NOTE :

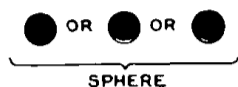
La forme est au choix et les dessins ne sont donnés qu'à titre d'exemples.
La seule prescription précise est que la forme adoptée ne crée pas de confusion.

DIAGRAMS OF EXAMPLES ILLUSTRATING BUOYAGE MARKS DEFINED IN THE RULES
MARKS COMMON TO BOTH SYSTEMS
AND OTHER MARKS

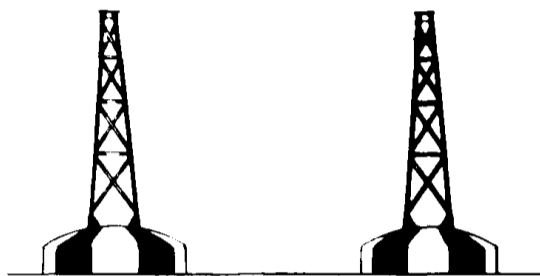
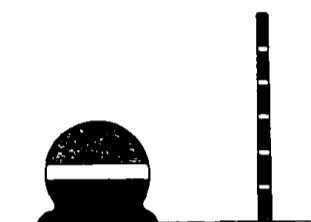
ISOLATED DANGER MARKS

LANDFALL MARKS

TOPMARK



MARK



SHAPE

SPHERICAL OR SPAR

OPTIONAL (SEE FOOTNOTE)

COLOUR

WIDE BLACK AND RED HORIZONTAL BANDS
 SEPARATED IF DESIRABLE BY A NARROW WHITE BAND

BLACK AND WHITE VERTICAL STRIPES OR RED AND WHITE VERTICAL STRIPES

LIGHT

RHYTHMIC (WHITE OR RED)

RHYTHMIC

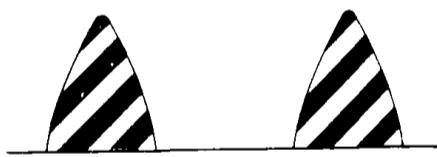
TRANSITION MARKS

QUARANTINE-GROUND MARKS

TOPMARK



MARK



SHAPE

OPTIONAL (SEE FOOTNOTE)

OPTIONAL (SEE FOOTNOTE)

COLOUR

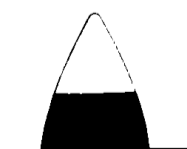
RED AND WHITE SPIRAL BANDS OR BLACK AND WHITE SPIRAL BANDS

YELLOW

OUTFALL AND SPOIL-GROUND MARKS

AREAS USED FOR NAVAL,
 MILITARY, OR AIR FORCE
 PRACTICE PURPOSES

MARK



SHAPE

OPTIONAL (SEE FOOTNOTE)

OPTIONAL (SEE FOOTNOTE)

COLOUR

YELLOW ABOVE AND BLACK BELOW

WHITE WITH BLUE CROSS
 (FOR INSCRIPTION SEE TEXT)










FOOTNOTE

SHAPE IS OPTIONAL AND THE ILLUSTRATIONS ARE TO BE REGARDED AS EXAMPLES ONLY
 THE ONLY DEFINITE REQUIREMENT IS THAT THE SHAPE ADOPTED SHALL NOT BE MISLEADING

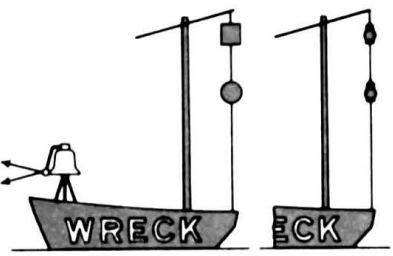
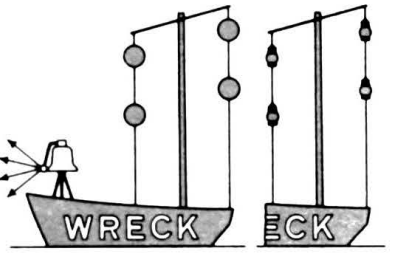
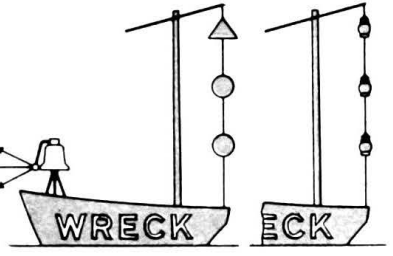

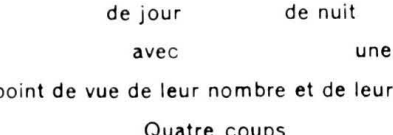
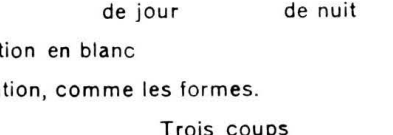
DIAGRAMMES ILLUSTRANT, A TITRE D'EXEMPLE, QUELQUES MARQUES DE BALISAGE DÉFINIES DANS LE RÈGLEMENT

SIGNALISATION DES ÉPAVES


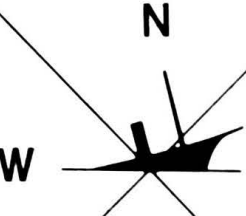






**SYSTÈME LATÉRAL
BOUÉES**

	Doit être laissée à bâbord	Peut être laissée d'un bord ou de l'autre	Doit être laissée à tribord
VOYANT	 Cylindre	 Sphère	 Cône
MARQUE			
FORME	Cylindrique ou espar	Sphérique ou espar	Conique ou espar
COULEUR	Verte Couleur verte dominante, partie inférieure rouge	Verte Verte	Verte Couleur verte dominante, partie inférieure noire
FEU	 Vert à deux éclats	 Vert à occultations régulières	 Vert à trois éclats

BATEAUX

	Doit être laissé à bâbord	Peut être laissé d'un bord ou de l'autre	Doit être laissé à tribord
FORMES	Sphère surmontée d'un cylindre en ligne verticale	Quatre sphères disposées 2 par 2 selon deux lignes verticales	Deux sphères surmontées d'un cône pointe en haut, en ligne verticale
de jour			
de nuit			
COULEUR	Verte	avec une inscription en blanc	
FEU	Feux fixes verts placés, au point de vue de leur nombre et de leur disposition, comme les formes.		
CLOCHE	Deux coups	Quatre coups	Trois coups

SYSTÈME CARDINAL

VOYANT	 Deux cônes opposés par le sommet		 Deux cônes opposés par la base
MARQUE			
FORME	Cylindrique, en fuseau ou espar		Conique, ogivale ou espar
COULEUR	Verte		Verte
FEU	 Vert, scintillant (au moins 40 apparitions de lumière par minute)		 Vert à groupes réguliers de scintillements, séparés par des intervalles d'obscurité (au moins 40 apparitions de lumière par minute)

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

Official No.: **A. 18.** 1936. VIII.
Addendum.

Geneva, September 23rd, 1936.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

POLLUTION OF THE SEA BY OIL

**REPLIES OF GOVERNMENTS RELATING TO THE DRAFT
CONVENTION AND DRAFT FINAL ACT¹**

10

ADDENDUM.

In conformity with the Council resolution of September 27th, 1935, and the request of the Chairman of the Advisory and Technical Committee, the Secretary-General, on November 27th, 1935, transmitted the above-mentioned drafts to Governments, asking them to communicate to him by April 1st, 1936:

- (1) Their observations on the drafts;
- (2) Whether, on the basis of these drafts, they would be prepared to participate in an international conference for the purpose of concluding a convention on the question of the pollution of the sea by oil;
- (3) (In conformity with a recommendation made at the second session of the Committee of Experts.) The maximum figure of bunker capacity in small vessels driven by crude, fuel or Diesel oil in respect of which, in the view of Governments, special treatment might be accorded—*e.g.*, a reduction in any penalties which might be imposed for offences against the provisions of a future convention;
- (4) Information as to the nature of the oil used in the bunkers of such vessels.

* * *

Below are summarised the replies to the Circular Letter of November 27th, 1935, relating to the draft Convention and draft Final Act, which have been received since August 10th, 1936. The replies² are analysed under the four headings of the Circular Letter and one additional heading under which may be found supplementary observations furnished by one Government.

Brazil.

1. The establishment of zones constitutes the most effective means of preventing the pollution of maritime waters, since, in defining the zones, meteorological and dynamic oceanographical conditions are to be taken into account.

It is difficult for the Brazilian Government to accept the principles laid down in paragraph 1 of Article II of the draft Convention, owing to the incompleteness of the meteorological and oceanographical data relating to the coastal waters and the South Atlantic itself.

¹ Document C.449.M.235.1935.VIII.

² Replies from twenty-nine countries, received previous to August 10th, 1936, are summarised in document A.18.1936.VIII.

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As regards the provisions of paragraph 3 of Article II, the Government is of opinion that the establishment or modification of zones for the discharge of oil should be indicated, not *preferably* but *compulsorily*, on a chart, and that, before this chart is drawn up, the countries concerned should be informed of the establishment or modification of zones by means of a communication in which the zone should be indicated as accurately as possible by geographical co-ordinates.

It should be stipulated in the Convention that all oil-driven vessels, irrespective of tonnage, should be fitted with separators or other similar appliances suitable for use in vessels with a large or small tonnage for the purpose of remedying the defect referred to above.

2. The Government is prepared to do all it can to enable the proposed international Conference to be convened.

3. The Government does not believe it is necessary to fix the maximum figure of bunker capacity in small vessels, or to accord special treatment to such vessels.

5. In order to guard against the deleterious effects of oil, Article 21, paragraph IX, of the Regulations of the National Department of Ports and Navigation, approved by Decree No. 23067 of August 11th, 1933, explicitly prohibits the discharge by steamers of cinders, oil and refuse in navigable channels and harbour zones. This stipulation does not, however, cover territorial waters as a whole, as provided for in the draft Convention.

Canada.

2. His Majesty's Government in Canada would be prepared to participate in an international Conference for the purpose of concluding a convention on the basis of the draft Convention and draft Final Act.

3. The Government suggests that concessions might be granted under Article 1 (3) to small vessels with a maximum oil-bunker capacity of 80 tons, on condition that these vessels use only Diesel or light oils and that these oils are stored in bunkers or in other places that are not available for use as water ballast.

Lithuania.

2. The draft Convention is of only theoretical interest to Lithuania in view of the fact that oil pollution has not yet been observed along the coasts of this country. For this reason, the Government doubts if any useful purpose would be served by its participation in the proposed Conference.

Poland.

2. The Polish Government is prepared to participate in the proposed Conference.

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Geneva, February 17th, 1937.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

REFORM OF THE CALENDAR

**Draft Convention communicated to the Council of the
League of Nations by the Representative of Chile
on January 25th, 1937.**

11

The High Contracting Parties,

Considering that it is widely recognised that the present calendar is unsatisfactory in its application to economic, social and religious matters, and that recent studies, investigations and information have shown the existence of a desire to bring about its revision;

Whereas a reform of the calendar, based upon a scheme comprising twelve months and equal quarters, would be extremely convenient for commercial and business life and would enhance the welfare of the working classes, and would be very advantageous for all nations,

Have appointed the following plenipotentiaries to consider a convention to reform the Gregorian calendar:

Who, after having communicated to each other their full powers, found in good and due form, have agreed upon the following provisions:

Article I.

The High Contracting Parties hereby decide to put into effect, in their respective territories, as from January 1st, 1939, the perpetual calendar of twelve months and equal quarters, known as the World Calendar, which forms an appendix to this Convention.

Article II.

The present Convention shall be ratified and the ratifications thereof shall be deposited with the Secretariat of the League of Nations not later than December 1st, 1938.

Article III.

The present Convention shall not come into force in respect of the States which have ratified it unless, on the date mentioned in Article I, the instruments of ratification or accession have been deposited at the Secretariat by three-quarters of the total number of States Members of the League of Nations and of non-member States to which the Council shall have communicated a copy of the present Convention.

Article IV.

The present Convention shall be open for signature by the States mentioned in Article III until . . . From that date onward, the above-mentioned States may accede to it by depositing their instruments of accession with the Secretary-General of the League of Nations. The Secretary-General of the League of Nations shall notify the above-mentioned States of the ratifications and accessions received.

DONE in duplicate in French and English, the originals to be deposited in the archives of the Secretariat of the League of Nations, which shall communicate certified true copies thereof to all States Members of the League and to the non-member States referred to in Article III.

Appendix.

THE WORLD CALENDAR.

All years are alike; all quarters are equal. ¹

First Quarter.

JANUARY							FEBRUARY							MARCH						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7				1	2	3	4						1	2
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30

Second Quarter.

APRIL							MAY							JUNE						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7				1	2	3	4						1	2
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30 ²

Third Quarter.

JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7				1	2	3	4						1	2
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30

Fourth Quarter.

OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7				1	2	3	4						1	2
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30 ³

¹ See also description on page 3.

² "Leap-year Day" follows June 30th in leap years.

³ "Year-end Day" follows December 30th every year.

DESCRIPTION OF THE WORLD CALENDAR.

The World Calendar is the outcome of a revision of the present calendar with the object of correcting its inequalities and discrepancies. The lengths of the months are rearranged; the year thus becomes divisible into equal halves and quarters, and the calendar becomes "perpetual". Every year is identical and every quarter is equal.

Each quarter contains exactly 3 months, 13 weeks and 91 days, begins on Sunday and ends on Saturday. The first month in each quarter has 31 days and the other two 30 days each. Every month has 26 week days.

In order to make the calendar perpetual (that is to say to make the form of every year identical) while at the same time retaining astronomical accuracy, the 365th day of the year, called "Year-End Day", is made an intercalary day, placed between December 30th and January 1st, and considered to be an extra Saturday. In leap years, the 366th day, called "Leap-Year Day", is intercalated between June 30th and July 1st as another extra Saturday. These intercalary or stabilising days are tabulated as December Y and June L, or December 31st and June 31st and will probably be observed as international holidays. January 1st (New Year's Day) always falls on a Sunday.

The revised calendar is balanced in structure, perpetual in form and harmonious in arrangement. It conforms to the solar year of 365.2422 days and to the natural seasons. In addition to its advantages as regards economy and efficiency, it facilitates statistical comparisons, co-ordinates the different time-periods and stabilises religious and secular holidays. Unlike other proposals for calendar revision, it provides an adjustment in which the transition from the old to the new order can be effected without disturbance.

Geneva, July 30th, 1937.

LEAGUE OF NATIONS

**ADVISORY AND TECHNICAL COMMITTEE
FOR COMMUNICATIONS AND TRANSIT**

PERMANENT COMMITTEE ON ROAD TRAFFIC

REPORT ON THE ELEVENTH SESSION OF THE COMMITTEE

held at Geneva from July 5th-8th, 1937.

Present :

M. NORDBERG (<i>Chairman</i>) ;	Prince GHIKA ;
Mr. C. A. BIRCHNELL, Assistant Secretary, Ministry of Transport of the United Kingdom, replacing Mr. Franklin ;	M. ROTHMUND ; M. ROUBIK ; M. VALSINGER ; M. WALCKENAER.

The following also attended the session :

*For the International Association of Recognised Automobile Clubs (I.A.R.A.C.) and
for the Central Council of International Touring :*

Colonel G. PÉRON, Secretary-General of the I.A.R.A.C.

For the International Tourist Alliance (I.T.A.) :

M. Eric LEGRAND, Director of the Belgian Touring Club.
M. Robert HENDRICKX, Delegate of the Belgian Touring Club.

For the International Federation of Forwarding Agents' Organisations :

M. Paul SAUVIN, of Messrs. Sauvin, Schmidt & Cie., S.A., Geneva.

For the International Chamber of Commerce :

M. L. DELANNEY, Head of the Transport Department.

For the International Labour Office :

M. E. R. VIALA, Labour Conditions Section.

Secretariat :

M. P. H. WATIER, Secretary-General of the Advisory and Technical Committee
for Communications and Transit.

Mme. E. LEHMANN, Secretary of the Permanent Committee on Road Traffic.

¹ The Committee is composed as follows :

M. M. NORDBERG, Consul-General and Commercial Attaché of Finland in Paris (*Chairman*) ;
Mr. P. C. FRANKLIN, of the Roads Department, Ministry of Transport of the United Kingdom ;
Prince Pierre Al. GHIKA, Permanent Delegate of the Royal Ministry for Foreign Affairs of Roumania
to the Central Council of International Touring ;
M. E. MELLINI, Chief Inspector of Railways, Tramways and Automobiles of the Kingdom of Italy ;
M. Heinrich ROTHMUND, Chief of the Police Division of the Swiss Federal Department of Justice
and Police ;
M. Vaclav ROUBIK, ex-Minister, representative of the Czechoslovak Government on international
committees ;
M. José N. URGOITI, Civil Engineer (Spain) ;
M. P. A. VALSINGER, Head of the Roads Section of the Swedish Department of Roads and Bridges ;
M. C. WALCKENAER, former Inspector-General of Mines at the French Ministry of Public Works.

I. ACTION TAKEN WITH REGARD TO THE COMMITTEE'S RECOMMENDATIONS IN CONNECTION WITH THREE-COLOUR LIGHT SIGNALS AND TWO NEW ROAD SIGNS (OVERTAKING PROHIBITED AND USE OF SOUND WARNING SIGNALS PROHIBITED).

1. *Light Signals.*

The COMMITTEE *took cognisance* of the results of the investigation into the system of three-colour light signals recommended at the last session (Annex 1).

M. WALCKENAER stated that the system at present in force in Paris — the three-colour system — was applied when the succession of the colours was green, amber, red ; but that the intermediate amber signal was not employed when red changed to green, since drivers were inclined in that case to interpret the amber light as a signal to proceed.

Prince GHIKA considered that amber was only a warning signal indicating "caution" and was not dangerous.

It was recalled that Belgium, having first introduced the three-colour system, had later abandoned it in favour of the system of two colours, red and green. The Netherlands followed the same system as the city of Paris and for the same reason.

After an exchange of observations, *the COMMITTEE recognised that it would be preferable to allow various countries to obtain further experience with the three-colour system before establishing the text of an addition to the Annex to the Convention concerning the Unification of Road Signals.*

2. *New Signs regarding Prohibition of Overtaking and Prohibition of Use of Sound Warning Signals.*

As regards the prohibition of overtaking, certain objections were made concerning the principle of the sign and the symbol placed on it (see Annex 2 for the results of the enquiry addressed to Governments). A discussion also took place as to how it could be shown by another sign that the prohibition indicated by the previous sign ceased to apply. The same question also arose as regards the sign prohibiting the use of audible warning instruments. Still more generally, the question arose as to the means to be employed to indicate the points on the road at which any prohibitions or instructions previously imposed or given, such as a speed limit, ceased to apply. Questions were asked in this connection as to the signification of place signs considered as marking the beginning and the end of built-up areas. Stated in this general form, the question was thought to require additional study.

The COMMITTEE accordingly decided that the Secretariat should continue the investigation on the two signs mentioned above and the other points raised.

II. COMMUNICATION BY THE CHAIRMAN ON THE DESIRABILITY OF COMPLETING THE "WAITING PROHIBITED" OR "PARKING PROHIBITED" SIGNS PROVIDED FOR IN THE ANNEX TO THE CONVENTION OF MARCH 30TH, 1931, ON THE UNIFICATION OF ROAD SIGNALS.

After taking cognisance of the Chairman's communication, (Annex 3) and after an exchange of observations, the Committee recognised the desirability in many cases of completing the "Waiting prohibited" and "Parking prohibited" signs provided for in the Annex to the Convention of March 30th, 1931, on the Unification of Road Signals by a device indicating, without any possibility of doubt, the limits of the prohibited zone. For this purpose, the COMMITTEE *recommends* the adoption of the following system, already in force in certain towns :

Where necessary, add to the sign, below the disc, an arrow indicating the direction of the zone where waiting or parking is prohibited. A second similar sign provided with an arrow in the opposite direction might be placed at the other end of this zone. An alternative would be to employ only one sign provided with an arrow, this arrow being accompanied by a figure indicating the length of the prohibited zone.

III. ACTION TAKEN WITH REGARD TO THE COMMITTEE'S RECOMMENDATION RELATING TO THE OBSERVATION OF THE PRESCRIPTIONS OF ARTICLES 3 AND 5 OF ANNEX C OF THE INTERNATIONAL CONVENTION RELATING TO MOTOR TRAFFIC.

The COMMITTEE *took cognisance* of the results of the enquiry undertaken in accordance with the recommendation adopted at its last session (Annex 4). *It noted* that the regulations were often not observed, seeing that the competent authorities of the various countries had no interest in supervising the nature and arrangement of nationality plates on vehicles of their own country, and did not wish to be too strict in regard to foreign vehicles entering their country.

The COMMITTEE considered that steps should be taken to ensure that this stipulation was more carefully observed in future, and accordingly requested the Advisory and Technical Committee to draw the attention of Governments once more to the desirability of complying strictly with all the provisions of the 1926 Convention. The same conclusion applied to the illumination of these plates, as laid down in the Convention. ¹

At the same time, and independently of the above procedure in regard to Governments, the COMMITTEE recommended that direct communications should be addressed on this subject to the tourist organisations authorised to issue triptychs and other travel documents and that they should be asked to apply the regulations strictly on these points. Moreover, the representatives of the International Touring Alliance and the I.A.R.A.C. stated that they were prepared to approach the makers of motor accessories for this purpose.

IV. ACTION TAKEN WITH REGARD TO THE COMMITTEE'S RECOMMENDATION CONCERNING THE SYSTEM OF LEVEL-CROSSINGS IN THE VICINITY OF STATIONS.

The COMMITTEE noted the decision taken by the Advisory and Technical Committee at its nineteenth session. It observed with satisfaction that, in several countries, level-crossings were being abolished for the sake of safety, reaffirmed the opinions it had expressed on previous occasions and considered that this process should be encouraged and intensified as much as possible. It associated itself with the recommendations adopted in this connection by the Special Committee for the Study of Signals at Level-crossings. In addition, on Prince Ghika's proposal, it considered it important that the first level-crossings to be abolished should be those affected by station shunting operations.

V. UNIFICATION OF STATISTICS RELATING TO ROAD TRAFFIC ACCIDENTS.

The PERMANENT COMMITTEE took cognisance of the work done by the Committee for the Unification of Statistics relating to Road Traffic Accidents. ² It noted with interest the recommendations made by this Committee as regards the compilation of statistics and the annexes giving a list of the data to be obtained and a model form and statistical tables. The COMMITTEE proposed that the Advisory and Technical Committee should communicate this important document to the various Governments and that they should be requested to arrange in future for statistics on the subject to be compiled on the basis of these recommendations and tables.

It was pointed out that the Eighth International Road Congress was to meet at The Hague in 1938 and that it had placed the unification of statistics relating to road traffic accidents on its agenda. The COMMITTEE, therefore, expressed the opinion that it would be desirable for the Road Congress to consider the work in question and to treat it as a model to be carefully followed.

The representative of the Communications and Transit Committee at the Eighth Road Congress might bring this question to the attention of the Bureau of the Permanent International Association of Road Congresses.

Moreover, the attention of the Government delegates to this Congress should no doubt be drawn to the necessity for avoiding duplication in the work of Road Congresses and that of the Communications and Transit Committee.

VI. UNIFICATION OF THE DIRECTION OF ROAD TRAFFIC ³.

The COMMITTEE took cognisance of the observations of certain of its members who belonged to countries where traffic kept to the left and who considered on the one hand that this system was the most logical and theoretically the best, and on the other hand that any change in a country's customs as regards the side to which traffic should keep raised very great difficulties and might even be the cause of accidents when the system was being changed.

In this connection, M. VALSINGER stated that, in his country, a veritable campaign had been undertaken in favour of introducing the rule that traffic should keep to the right; but that the proposals brought before Parliament with this end in view had so far had no result.

MR. BIRCHNELL said that in the United Kingdom there could be no idea of bringing such a proposal before Parliament at the present time.

M. ROUBIK said that in Czechoslovakia, where the city of Prague was prepared to accept a change in the direction of traffic, the question encountered financial difficulties which appeared to be insurmountable, at any rate for the moment.

¹ See document C.458.M.240.1935.VIII, page 30.

² Document C.276.M.179.1937.VIII and Annex.

³ See document C.458.M.240.1935.VIII, page 28.

IX. REVISION OF THE INTERNATIONAL CONVENTIONS OF APRIL 24TH 1926 RELATING TO MOTOR TRAFFIC AND ROAD TRAFFIC (Annexes 9 and 10).

Colonel PÉRON gave the Committee an account of the progress of the work undertaken by the I.A.R.A.C. with a view to this revision and stated that he would be able to submit proposals to the Committee in a few months' time.

The COMMITTEE noted this statement and agreed to study the draft which was to be submitted to it by the I.A.R.A.C.

X. NEW PROGRAMME OF CLAIMS PUT FORWARD BY MOTOR DRIVERS, COMMUNICATED BY THE INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

Having taken cognisance of the text of the new programme of claims put forward by the motor drivers (Annex 11) and of a communication from the International Federation of Christian Factory and Transport Workers' Syndicates (Annex 12), the COMMITTEE adopted the following conclusions :

The COMMITTEE noted that there was no need to change the conclusions it had previously reached on the following points : A 2, 3, 4, 5, 6, C 1 and E 4 (see Annex 11).

It further noted that the following new questions were outside its competence : C 3 and 4 (see Annex 11).

The COMMITTEE then expressed on the remaining points the opinions set out below :

CLAIMS.

CONCLUSIONS OF THE COMMITTEE.

A. *Driving licence, occupational training and conditions imposed on candidates.*

1 (former 6). A licence to drive mechanically propelled vehicles shall not be granted to persons under 18 years of age. For the professional use of such a licence, the minimum age limit shall be 21 years.

The Committee observes that the general minimum age of 18 years as a condition for obtaining a licence for driving a mechanically propelled vehicle is in accordance with the provisions of the International Convention on Motor Traffic of 1926.

As to the minimum age for the professional use of such a licence, it observes that a general measure in this sense would necessitate a revision of the International Convention of 1926. It therefore proposes that the Communications and Transit Committee should enquire of the Governments whether they would be in favour of such a change.

C. *Vehicles, garages, etc.*

2. Motor vehicles shall be fitted with a device for removing snow and ice from the front window in winter. The windows, and especially the windscreen, shall be made of safety glass.

The Committee notes that this twofold request corresponds to the requirements of security. Its purpose is being fulfilled to a growing extent in practice.

It considers that Governments should be recommended to adopt stipulations of this kind, on the basis in particular of the British regulations on the subject (Annex 13).

5 (former 30). All vehicles shall undergo periodical official inspection, chiefly with regard to steering gear, brakes, tyres and chassis.

The Committee, after examining the different categories of vehicles and the possibility of periodical inspections for each of these categories, considers that the question may be answered in the affirmative as regards the public transport of passengers, as in fact it decided at its previous discussion. Such measures are already taken in certain countries. The question only deserves attention, as regards other categories of vehicles, for lorries of great weight and bulk, for which a periodical inspection would also appear to be desirable from the point of view of safety on the road.

6. The overloading of vehicles with passengers or goods shall be prohibited by appropriate regulations.

Owing to the dangers of all kinds presented by overloading, the Committee considers that the Advisory Technical Committee should make a recommendation to this effect to Governments.

CLAIMS.

CONCLUSIONS OF THE COMMITTEE.

D. *Roads, etc.*

1. Bends in roads should be adequately banked up and provided with signals (*new question*).

2. All principal thoroughfares shall be adequately lit and indicated by a system of numbers or letters visible in the dark (*new question*).

3 (former 26). Level-crossings shall be abolished; meanwhile every safety measure should be taken, especially the provision of efficient signalling.

4. Underground or raised passages for the use of pedestrians, and if necessary of cyclists, shall be constructed as far as possible at all cross-roads where there is dense traffic.

5. Special tracks for cyclists shall be constructed as far as possible.

The Committee agrees with the recommendation made; the measures proposed are being applied in practice by all States to an increasing extent.

A very costly measure, the general adoption of which cannot at present be recommended by the Committee.

The Committee has already several times stressed the extreme desirability of abolishing level-crossings and, apart from this, it has made a study of the signalling of level-crossings, to which it refers the reader.¹

A question which raises difficulties of application, particularly from the financial point of view. Hence no general recommendation can be made in this connection. The problem of the safety of pedestrians is now being studied.²

The construction of such tracks is eminently desirable. They will achieve their purpose the more completely from the point of view of security if the local regulations oblige cyclists to use them so as to leave the road clear.

E. *Miscellaneous.*

3 (former 3). All owners of motor vehicles shall be obliged to take out an all-in insurance policy against damage caused to them or to a third party either by the vehicle or by the driver while the vehicle is being driven or while goods are being loaded or unloaded.

5 (former 17). The Governments of all countries shall regularly publish complete statistics on road accidents and their causes, making a distinction between those in which motor vehicles, trams and other vehicles are involved.

This question is directly connected with the studies on which the Rome International Institute for the Unification of Private Law is engaged in connection with the compulsory insurance of motorists. As the Committee is not yet in possession of the results of the Rome Institute's studies it is obliged to postpone the examination of this recommendation.

This recommendation is complied with by the Committee's adoption of the report of the Special Committee set up to study the unification of statistics relating to road traffic accidents.

Furthermore, the COMMITTEE *heard with great interest* the statement made by the representative of the International Labour Office on the questions which came within that body's special province (Annex 14).

XI. COMMERCIAL MOTOR TRANSPORT (Annex 15).

M. DELANNEY described the studies hitherto made by the International Chamber of Commerce and particularly its Road Transport Committee. He gave an account of the report of M. Guillemon, that Committee's Rapporteur on the question. On the basis of the conclusions of this study, the Road Transport Committee had put forward a resolution which had been adopted by the Council of the International Chamber of Commerce and then by the Congress recently held in Berlin (Annex 15). In order to pursue the examination of the question, a special Sub-Committee had been set up to study the obstacles in the way of commercial motor transport between one country and another, and had met on March 12th, 1937. After an exchange of views in the Sub-Committee between legal experts and representatives of the forwarding agencies, the Sub-Committee had decided to make enquiries among the undertakings at present engaged in international motor transport and to send them a questionnaire for this purpose. The study made by the Chamber had shown that the system of bilateral agreements between States had not

¹ Document C.L.46.1936.VIII. — Annex.

² See Section XIII.

yet developed to any great extent. The most interesting of these agreements was the Convention of 1935 between the Belgo-Luxemburg Economic Union and France on motor traffic in frontier zones (Annex 15).

As a result of these indications, an exchange of views took place as to whether limits as regards clearance and load should not be imposed internationally on cumbersome and heavy vehicles.

Various observations were made regarding the circulation of these vehicles. Some figures were put forward as regards the possible international maximum for load and for clearance.

Mr. BIRCHNELL pointed out that the problem would probably be simplified if, instead of considering roads in general in the discussion, a distinction was made between the categories of vehicles corresponding to certain categories of roads.

M. ROTHMUND supported this suggestion.

Colonel PÉRON pointed out that the exchange of views which had just taken place on limits of weight and clearance did not touch the substance of the question which was a desire to facilitate international circulation of commercial vehicles. The difficulties did not lie in Customs formalities, since the triptych system was already applied to foreign commercial vehicles provided that they were admitted to temporary importation. The real difficulties arose from the administrative formalities imposed by different countries for various reasons which were well known to the Committee.

The situation from this point of view had not improved during the last few years and it seemed premature to seek to obtain a general agreement for the international settlement of the question of commercial transport. Colonel Péron was therefore of opinion that it would be preferable to increase the number of bilateral agreements of the kind which had been signed between various neighbouring countries.

The COMMITTEE thought it desirable that these facilities should be multiplied mainly by means of bilateral agreements and should be extended to other spheres than that of triptychs.

The CHAIRMAN drew the Committee's attention to the fact that the co-ordination of transport — a question connected with that which had just been discussed — was being studied by the Communications and Transit Organisation; he explained the present state of the question and expressed the hope that an international convention would be concluded at the proper time.

The COMMITTEE noted that it was desirable for the present to await the results of the enquiry undertaken by the International Chamber of Commerce and the results of the study by the Advisory and Technical Committee.

XII. COMPULSORY INSURANCE OF MOTORISTS AGAINST PAYMENT OF DAMAGES TO THIRD PARTIES.

(a) *System applied to Foreign Motorists travelling in Countries where Insurance is compulsory (Annex 16).*

Colonel PÉRON explained the actual position existing in certain countries. Some of them in which insurance was compulsory allowed foreign motorists to enter without requiring them to take out insurance policies and, moreover, adopted internal measures so that, if accidents were caused by such foreign motorists, the victims should nevertheless be compensated.

M. HENDRICKX made a statement on the legal difficulties raised by this question from the point of view of private law on account of the differences between the civil legislations in various countries.

M. DELANNEY said the International Chamber of Commerce was interested in this question; its Road Transport Committee had undertaken a first examination in October 1936 on the basis of the work of the Rome International Institute for the Unification of Private Law. At the Congress which it had just held in Berlin, it had decided to pursue the study of the problem.

Mr. BIRCHNELL, referring to studies undertaken in England, stressed the complexity of the question.

M. ROTHMUND thought that the solution of the problem might perhaps be facilitated by an agreement between the insurance companies of the various countries concerned.

The COMMITTEE noted that the very liberal system adopted by certain countries, such as Switzerland and Czechoslovakia, was excellent from the point of view of the interests of motorists, on whom no formalities nor charges were imposed. Should certain countries not think fit to adopt this system, the system substituted for it should, at any rate, only impose a minimum of charges and formalities on tourist traffic.

- (b) *Recommendation by the Committee of Enquiry for the Civil Liability of Motorists (Third-party Risks) set up by the Rome International Institute for the Unification of Private Law, to the effect that the Permanent Committee should undertake an Enquiry and collect Statistics relating to the Compulsory Insurance of Motorists (Annex 17).*

M. ROTHMUND reported the results of the work undertaken by the Rome International Institute for the Unification of Private Law which he had followed as representative of the Transit Organisation.

The questions asked by the Rome Institute were three in number, as follows :

1. What is the percentage of insured motor vehicles as compared with the number of motor vehicles in circulation in countries which have not adopted compulsory insurance ?

2. What is the approximate percentage of accidents caused by motor vehicles for which no compensation could be obtained, compared with the total number of accidents during a year ?

3. What is the proportional increase of legal proceedings against and compensation paid by insurance companies in countries where the insurance of motorists is compulsory, compared with the year preceding the introduction of such insurance ?

The COMMITTEE recognised that the answer to question 1 might be supplied by the I.A.R.A.C. and the I.T.A., which should, however, be asked to indicate for the various countries whether their replies related to motor vehicles in circulation or registered motor vehicles.

As regards question 3, the COMMITTEE considered that it should be worded as follows :

“ Did a substantial increase of legal proceedings taken against and compensation paid by insurance companies in countries where the insurance of motorists is compulsory occur during the year following the adoption of the system ? ” and that it might be submitted to Governments, which would be able to obtain information from their groups of insurance companies.

As regards question 2, *it did not appear to the COMMITTEE that either the Governments or the various groups concerned were in a position to furnish a satisfactory reply.*

As to the resolution adopted on November 25th, 1936, by the Committee of Enquiry for the Civil Liability of Motorists (Annex 17), *the COMMITTEE considered, on the proposal of M. ROTHMUND, that it should be referred to the Transit Committee.*

XIII. VARIOUS QUESTIONS : SAFETY OF PEDESTRIANS.

M. VALSINGER reminded the Committee that, at its eighth session, it had adjourned consideration of the question of the safety of pedestrians. He thought it advisable to resume the examination of this question in view of the development of traffic in large towns.

He informed the Committee of the recent progress made in this matter in Sweden.

Colonel PÉRON called attention to the advantage of drawing as far as possible upon the special chapter on the rights and duties of pedestrians contained in the draft International Convention that was being prepared by the I.A.R.A.C.

After an exchange of views, *the COMMITTEE decided to appoint two Rapporteurs, M. VALSINGER and M. ROTHMUND, to submit definite proposals in good time for the next session, the former as regards pedestrians in towns, and the second as regards pedestrians in the open country.*

The CHAIRMAN proposed *that the study entrusted to the Rapporteurs should also apply to cyclists, and the COMMITTEE agreed.*

ANNEX 1.

MECHANICAL LIGHT SIGNALS.

ACTION TAKEN FOLLOWING THE RECOMMENDATION ADOPTED BY THE PERMANENT COMMITTEE AT ITS TENTH SESSION.

C.C.T./C.R./112.

June 1937.

NOTE BY THE SECRETARIAT.

Introduction.

The Permanent Committee on Road Traffic at its tenth session held in Geneva from November 1st to 5th, 1935, expressed the wish that its recommendation concerning light signals should be brought to the notice of the Governments of European countries, and also recommended that the meaning attributed to the red, amber and green lights should be embodied in a formal definition to be inserted in the international regulations.

In November 1935, the Advisory and Technical Committee studied the report of the Permanent Committee on Road Traffic on its tenth session and endorsed its conclusions. It stressed the importance of the recommendation adopted by the Committee relating to light signals, and requested the Secretary-General to bring it to the notice of the Governments of the European States and of the other States concerned, so that :

(a) Those Governments may be guided by it in issuing road signs in their territory ;

(b) The Governments may, as far as they are concerned and if they think fit, take the necessary steps to introduce into the international regulations by means of an addition to the Annex to the Convention of 1931 concerning the Unification of Road Signals, in accordance with the procedure laid down in Article 13, the principle of the meaning attached by the Permanent Committee to the red, amber and green lights.

In view of this resolution, the Secretary-General of the League of Nations communicated the recommendation of the Permanent Committee to the Governments of States Members and non-members by circular letter (C.L.68.1936.VIII) dated April 30th, 1936.

The Governments of the following States have replied to the circular letter : Afghanistan, Union of South Africa, United States of America, Australia, Austria, United Kingdom of Great Britain and Northern Ireland, Bulgaria, China, Czechoslovakia, Free City of Danzig, Denmark, Dominican Republic, Estonia, Greece, Iceland, India, Irish Free State, Latvia, Liechtenstein, Lithuania, Monaco, Netherlands, Norway, Peru, Portugal, Roumania, Siam, Sweden, Turkey, Union of Soviet Socialist Republics, Yugoslavia.

Part A.

General Observations.

The replies show that, among the countries which have adopted light signals, the majority apply (or have stated their willingness to adopt) the system proposed by the Permanent Committee. Furthermore, the following countries, which have not replied to the circular letter, have on a former occasion stated that they apply the three colour system : Hungary,¹ France, Italy, Poland (which also uses the one-colour system), Spain, Switzerland (which also uses the two-colour system) (see document C.468.M.246.1935.VIII).

No Government party to the Convention of 1931 concerning the unification of road signals communicated its intention to carry out the wish expressed under (b) above concerning the introduction into the international regulations by means of an addition to the Annex of the said Convention of the meaning attached by the Permanent Committee to the red, amber and green lights.

Turkey, which was not yet a party to the Convention of 1931, stated, by letter of September 25th, 1936,² that it had approved, by a Decree of the Council of Ministers dated July 1st, 1936, the addition to the Annex of the Convention of 1931 on the unification of road signalling of the desire expressed by the Advisory and Technical Committee for Communications and Transit in accordance with the procedure provided by Article 13 of the Convention.

It follows, therefore, that the new light signals will be used on Turkish territory.

ANALYSIS OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER 68.1936.VIII.

I. *Countries which already apply (or which have stated that they are prepared shortly to adopt) the Whole or the Main lines of the Recommendation.*

The Union of South Africa (the system is applied in the provinces of Cape of Good Hope, Orange Free State and Transvaal, and its application is contemplated in the province of Natal), Australia³ (New South Wales, Victoria, Queensland, Tasmania, South Australia),

¹ In Budapest.

² Turkey ratified the Convention on October 15th, 1936.

³ See also under III.

United Kingdom of Great Britain and Northern Ireland (except as regards the meaning of pedestrians' signals, and the use of a flashing amber light at crossings), Bulgaria, China, Czechoslovakia (will take account of the recommendation when new road traffic regulations are issued), Denmark, Estonia (contemplates their inclusion in the traffic rules shortly to be put in force), Irish Free State (three-colour light signal system to be installed in the city of Dublin as an experiment), Iceland (will apply the recommendation on the introduction in the near future of new traffic regulations in Reykjavik), Latvia, Netherlands, Siam, Sweden, Turkey, Union of Soviet Socialist Republics, United States of America.

II. *Countries which have taken due note of the Recommendation.*

Dominican Republic, Liechtenstein, Monaco.

III. *Countries which have not installed Mechanical Light Signals.*

Afghanistan, Australia,¹ (Western Australia — the recommendation of the Permanent Committee will be borne in mind when light signals become necessary), Free City of Danzig, Greece, India, Lithuania, Portugal,² Roumania (the installation of the mechanical light signals recommended by the Permanent Committee is contemplated at a later date), Yugoslavia.

IV. *Countries which have adopted Other Traffic Control Systems.*

Austria³ (two-colour system), Norway (two-colour system, with flashing green light as intermediate signal between green and red lights), Peru⁴ (two-colour system with intermediate red light).

Part B.

SUMMARY OF THE REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER 68.1936.VIII.

Afghanistan.

By letter dated August 25th, 1936, the Afghan Government stated that these recommendations cannot be applied in Afghanistan, as the volume of traffic has not so far reached a stage of development which justifies their application.

Union of South Africa.

By letter dated December 3rd, 1936, the South African Government stated that the mechanical light signals in question are in force in the Province of the Cape of Good Hope and the Province of the Orange Free State within the areas of local authorities which have considered their installation necessary for the regulation of motor traffic. As regards the Province of Natal, the recommendations were submitted to the Motor Ordinance Enquiry Committee which was then sitting, and the Committee resolved that the recommendations should be noted for consideration in connection with the regulations to be framed under the new Motor Car and Road Traffic Ordinance. In the Province of the Transvaal, mechanical light signals such as are recommended are in use throughout the Province in areas in which the local authorities consider the signals necessary for the control of traffic.

Commonwealth of Australia.

By letter dated August 31st, 1936, the Commonwealth Government stated that this was a matter which mainly concerned the State Governments in Australia. He therefore forwarded copies of the replies received from the various States,⁵ as follows:

New South Wales.

The main features of the recommendation — viz., that traffic control light signals should follow the three-colour system and that such colours should have certain meanings —

¹ See also under I.

² The Autonomous Road Board is in favour of the three-colour system and the flashing amber light as an auxiliary system at crossings.

³ Austria might, however, be willing to use a three-colour system adopted by international convention.

⁴ The Peruvian Government states that there would be no objection to adopting the system recommended by the Permanent Committee.

⁵ As regards New South Wales, the information was supplemented by a letter from the Premier of March 9th, 1937, forwarded to the Secretary-General by the Commonwealth Government on March 16th, 1937.

are already in operation in this State, in so far as they apply to the drivers of vehicles or the riders of bicycles or horses.

Light signals to control traffic are at present installed at one intersection only. Further, a tender has now been accepted for the installation of such signals at twenty additional intersections, and the work is to begin in the near future.

Directions given by the signals have the same meaning for pedestrians as for vehicular traffic. If experience shows that it is expedient to do so, consideration will be given to the question of making regulations requiring pedestrians to comply with such directions. So far, no difficulty has been encountered in connection with pedestrian traffic at the intersection where the signal is installed and no necessity for such regulations has therefore been disclosed.

With regard to the second recommendation, the existing signal installed by the New South Wales Department of Road Transport is operated continuously throughout the day and night and it is intended to operate the additional traffic signals in the same way; therefore, the necessity for flashing amber lights at places where such signals are installed does not arise.

Where traffic is not controlled by mechanical light signals or by traffic officers, signs are installed when considered necessary to indicate danger spots. Recently, the Standards Association of Australia prepared a code for the design, location, erection and use of road signs for the guidance of traffic and, so far as practicable, the information set out in this code will be adopted in the future. Having regard to the fact that any proposal to alter such signs would need to be concurred in by various road authorities throughout Australia, it is thought that it would not be advisable to open up the question of using flashing amber lights as suggested.

The question of using fixed amber lights to indicate obstacles upon public roads has been considered in consultation with the various bodies who carry out work upon the roads and it has been ascertained that it is the general practice at present to indicate obstructions by means of red or series of red and green lights, the significance of which is thoroughly understood by the public. This arrangement has been adopted by the State highway authorities of Australia, including the Department of Main Roads of New South Wales, which is also endeavouring to secure the use of similar lights by all councils carrying out work on main roads. In the circumstances, the Department of Road Transport and the other bodies concerned are unanimously of the opinion that the use of amber lights in the manner suggested might cause confusion and would involve a considerable expenditure which does not appear to be warranted, and it is therefore considered that the adoption of such lights would not be advisable.

Victoria.

Mechanical light signals are used only in the City of Melbourne, and are erected under the authority of the city Council.

Where these signals are in operation, they conform to the recommendations.

Queensland.

The only traffic signal lights in this State are installed on the western side of Albert Square, City. They are the electro-matic vehicle actuated type.

They display the three colours — viz., red, amber and green — and they conform in every way to the standards approved of, with the exception that the red and amber lights show for some seconds together before they disappear simultaneously and are replaced by the green light.

However, the amber light has no significance in itself, but merely calls the attention of the public to the impending change.

The vicinity of the light signals is well lighted; therefore, amber flash signals are not necessary, although the idea of letting the public know that the colour signals have ceased is a good one as otherwise drivers may hesitate and obstruct traffic by bringing their vehicles to a standstill in the hope of seeing the coloured lights at some point ahead. The working of the colour system is now fairly well known in Brisbane and it only ceases when the traffic is very light.

Obstacles are not indicated by a fixed amber light in this State. It is usual when sewerage or other works are being carried out on the public road to call the attention of drivers thereto by means of lamps showing a red light. Such work, of course, is carried out by private firms or municipal bodies.

The recommendations will be kept on record for future reference.

Western Australia.

There are no automatic signals installed in this State, but should it be found necessary to do so at some later date the provision of the three different lights will be borne in mind.

Tasmania.

The recommendations will be given effect to in this State.

South Australia.

It is the intention of the City Council in Adelaide to instal mechanical light signals at main intersections, and the lights will be red, green and amber. The other information contained in the recommendation has been noted.

Austria.

In a letter dated October 30th, 1936, the Austrian Government made the following observations :

“ The principles governing Austrian regulations as regards light signals are in conformity with the recommendation with the single difference that the light signals adopted by the Government authorities do not include the yellow light, because of the uncertainty and ambiguity to which its use may give rise in practice. Austria might consider acceding to an international convention on this subject, even if the regulations proposed in the above-mentioned recommendation were adopted without change.”

United Kingdom of Great Britain and Northern Ireland.

By letter dated July 7th, 1936, His Majesty's Government in the United Kingdom stated that it is in agreement with the recommendations so far as the adoption of a three-colour system is concerned. The interpretation of the meaning of the signals which is incorporated in paragraph 28 of the Traffic Signs (Size, Colour and Type) Provisional Regulations, 1933, and which is also explained on page 20 of the Supplementary Notes to the Highway Code, does not differ materially from these recommendations. His Majesty's Government are, however, unable to accept the suggestion that the road signals should have the same prohibitory effect for pedestrians as for drivers.

Where flashing signals are used to indicate cross-roads, the practice in the United Kingdom is to use a red and not an amber colour for the signal and, as these signals are now familiar to drivers in this country, His Majesty's Government considers that it would not be justified in introducing any change.

His Majesty's Government adds that, while desirous of adhering in principle so far as possible to recommendations designed to secure uniformity in traffic signs throughout Europe, it considers that conditions in the United Kingdom are of a special character and that, where there are established variations from continental practice, it would be undesirable in the interests of public safety to modify the practice. For these reasons, it was stated on behalf of His Majesty's Government at the first meeting of the Committee on Road Signalling of the European Conference on Road Traffic, held at Geneva on March 16th, 1931, that it was not prepared to extend its international obligations as regards traffic signs other than those specified in the annex to the International Convention of 1926 relating to Motor Traffic.¹

Bulgaria.

By letter dated June 6th, 1936, the Bulgarian Government stated that the Directorate General of Public Works and Communications accepts the recommendation in question.

China.

By letter dated September 14th, 1936, the Chinese Government stated that it had hitherto adopted only light signals of two colours — *i.e.*, red and green. Nevertheless, it appreciates the importance of the recommendation and will take the necessary steps to adopt mechanical light signals of three colours in its territory in future.

Free City of Danzig.

By letter dated October 9th, 1935, the Polish Government communicated the following reply from the Senate of the Free City of Danzig : “ The Free City of Danzig has not yet applied the system of mechanical light signals to regulate traffic in the City, and its application is not contemplated at present. ”

Denmark.

By letter dated August 15th, 1936, the Danish Government stated that the system of light signals in Denmark is in conformity with the recommendation in question.

Dominican Republic.

By letter dated May 26th, 1936, the Government of the Dominican Republic stated that due note had been taken of the recommendation in question.

Estonia.

By letter dated July 29th, 1936, the Estonian Government stated that the competent authorities had declared themselves in favour of the mechanical light signals recommended and that they had decided to include the corresponding provisions in the Traffic Rules shortly to be put in force.

¹ Document C.438.M.185.1931.VIII, page 83.

United States of America.

By letter dated July 11th, 1936, the United States Government stated that the standard American practice concerning mechanical light signals and the recommendation on this subject were in almost complete accord.¹

Greece.

By letter dated February 6th, 1936, the Greek Government stated that mechanical light signals for the regulation of traffic at road junctions are not used in the Kingdom.

India.

By letter dated June 23rd, 1937, the Secretary of State for India stated that, having considered the opinions of all local governments and administrations, the Government of India had come to the conclusion that the conditions in India did not at present require the standardisation of coloured light signals.

Irish Free State.

By letter dated July 15th, 1936, the Government of the Irish Free State stated that it intended to instal in the near future in the city of Dublin the three-colour light signal system for the regulation of traffic. The installation will be made in the first instance as an experiment and no regulations will be issued in this respect until experience in Dublin has proved successful.

Iceland.

By letter dated February 18th, 1937, the Danish Government communicated that mechanical light signals are not used in Iceland. The competent authorities are, however, contemplating the introduction of new traffic regulations in Reykjavik and will apply the recommendation in question.

Latvia.

By letter dated June 27th, 1936, the Latvian Government stated that the recommendation concerning mechanical light signals and the significance to be given to red, amber and green lights have already been adopted by the competent authorities and published in No. 156 of the *Official Journal* of 1935. The necessary mechanical apparatus has, however, not yet been installed in Latvia and the traffic at road junctions is regulated as hitherto by traffic police.

Liechtenstein.

By letter dated May 15th, 1936, the Government of Liechtenstein stated that it was prepared to take into account the recommendation adopted.

Lithuania.

By letter dated April 8th, 1936, the Lithuanian Government communicated that mechanical light signals are not used in Lithuania and that the introduction of this system of signalling is not contemplated in the near future.

Monaco.

By letter dated June 10th, 1936, the Government of the Principality stated that it would not fail to take into consideration the recommendation when mechanical light signals are installed in its territory.

Norway.

By letter dated July 20th, 1936, the Norwegian Government stated that the two-colour system (green and red lights) was the only one used in Norway. Instead of amber as an intermediate signal between the fixed green and the fixed red lights, a flashing green is used. This system has worked satisfactorily and it is not considered desirable to replace the existing apparatus.

Netherlands.

In a letter dated August 6th, 1936, the Netherlands Government communicated that the meaning of light signals in the Netherlands was stated in a letter dated December 10th, 1935 (in reply to circular letter 105 of 1935).² The definition of the meaning of the amber signal contained therein (see appendix), while being similar to that given in the recommendation, seems to be more precise as it explains what is meant by 'having entered the cross-roads'.

¹ The "Manual on Uniform Traffic Control Devices for Streets and Highways", which was attached to the communication from the United States Government, may be consulted in the archives of the Secretariat.

² This reply states that both the two-colour and the three-colour systems are used in the Netherlands. The three-colour system is the more widespread, being used in fourteen of the eighteen communes which have introduced mechanical light signalling.

The recommendation that the signals should have the same meaning for drivers of all vehicles and for pedestrians cannot be adopted in the Netherlands since the signals in question are exclusively intended for drivers of vehicles.

The Netherlands Government cannot accept the recommendation to use the amber signal as intermediate between red and green, as this is very often the cause of premature proceeding of waiting vehicles. This drawback has been experienced to such an extent that the Government is considering a definite prohibition of the amber signal as intermediate between red and green. The showing of an amber signal side by side with the red signal has the same drawback.

The order in which the three colours appear is in conformity with the recommendation adopted.

As regards the signalling of obstacles to be avoided, a fixed amber light is not at present used. Road repairs for example are marked by red lights. For practical reasons, Her Majesty's Government considers it preferable to retain the present system of signalling for obstacles to be avoided.

Peru.

By letter dated September 22nd, 1936, the Peruvian Government communicated the following observations: ". . . When mechanical light signals were introduced at Lima, apparatus with lights of three colours were at first employed; but the use of an amber light having given rise to confusion, it was gradually replaced by a red light with a better visibility. The change from a green light (all clear) to a red light (stop) and *vice versa* is announced by an intermediate red light which replaces the amber light. This two-colour system is now alone used.

Whenever special precautions are necessary — diversion of traffic, sharp turning, or dangerous cross-roads — use is made of light signals with intermittent red lights, this being the colour universally adopted for danger signals.

To sum up, the amber colour is not utilised in the mechanical light signals in use in the country, but there would be no objection to adopting it if necessary; there would also be no objection to adopting the other measures for the standardisation of the three-colour system of signals, subject to making the necessary modifications in the clockwork which governs the electric circuit of the signals. It would also be necessary to undertake a widespread advertisement campaign in good time in order to inform the public of the changes made and of the exact meaning to be attached to the colours utilised in accordance with the international system . . . "

Portugal.

By letter dated August 21st, 1936, the Portuguese Government stated that mechanical light signals are not at present used in Portugal as the volume of traffic does not call for them. Nevertheless, the Autonomous Road Board is in favour of the adoption of the three-colour system recommended — *i.e.*, fixed lights without showing more than one colour at a time. The Autonomous Road Council is also in favour of the adoption of the flashing amber light to mark crossings where no signalling exists at present or at hours when the three-colour light signals are not operating.

Roumania.

By letter dated November 26th, 1936, the Roumanian Government communicated that the competent Roumanian authorities would not fail to avail themselves of the results of the recommendation adopted. In view of the importance of this question for the improvement of road traffic, the competent authorities contemplate the introduction of the mechanical light signals recommended as soon as the budget permits.

Siam.

By letter dated July 10th, 1936, the Siamese Government stated that traffic regulations have already been issued regarding the use in conformity with the recommendation of the Permanent Committee on Road Traffic of such mechanical light signals as have been installed in Siam.

Sweden.

By letter dated November 13th, 1936, the Swedish Government communicated that the question of road signalling was under examination by the competent Swedish authorities and that draft regulations had been drawn up, the provisions of which as far as mechanical road signals are concerned are in conformity with the recommendation.¹

Czechoslovakia.

By letter dated October 9th, 1936, the Czechoslovak Government stated that it would take the recommendation into account when new road traffic regulations are issued.

¹ Since the receipt of this reply, the Regulations on Road Traffic have been adopted (January 22nd, 1937). Their provisions are in conformity with the recommendation.

Turkey.

By letter dated September 25th, 1936, the Turkish Government stated that it had approved, by a Decree of the Council of Ministers dated July 1st, 1936, the addition of the desire expressed to the Annex of the Convention of 1931 in accordance with the procedure provided by Article 13 of the Convention.

Union of Soviet Socialist Republics.

By letter dated July 8th, 1936, the Government of the Union of Soviet Socialist Republics communicated that, according to information received from the competent organisations of the Union, there would be no difficulty in the introduction of the mechanical light signals recommended. The People's Commissariat added that light signals grouped vertically and the dial apparatus are both used in the Union of Soviet Socialist Republics.

Yugoslavia.

By letter dated September 10th, 1935, the Yugoslav Government stated that no mechanical light signals to regulate traffic at road junctions exist in Yugoslavia.

Appendix.

SUMMARY OF THE PARTICULARS REGARDING THE MEANING OF THE AMBER LIGHT GIVEN BY THE NETHERLANDS GOVERNMENT IN A LETTER DATED DECEMBER 10TH 1935 IN REPLY TO CIRCULAR LETTER No. 105 OF 1935.

An amber light may be used as an intermediate signal. *If it follows a green light, the meaning of an amber light is as follows :*

It is prohibited to proceed when this light appears, except in the case of vehicles having already entered the cross-roads or having passed the line of stoppage, or having approached the cross-roads or the line of stoppage in such a way that they cannot stop short of those limits.

If an amber light follows a red light, its meaning is : proceeding prohibited.

ANNEX 2.

NEW ROAD SIGNS PROHIBITING OVERTAKING AND THE USE OF SOUND WARNING SIGNALS.

ACTION TAKEN FOLLOWING THE RECOMMENDATION ADOPTED BY THE PERMANENT COMMITTEE AT ITS TENTH SESSION.

C.C.T./C.R./113.

June 1937.

NOTE BY THE SECRETARIAT.

Introduction.

The Permanent Committee at its tenth session held in Geneva from November 1st to 5th, 1935, expressed the wish that its recommendation concerning the introduction of two new road signs should be brought to the attention of the Governments of European countries, and also recommended that the two new signs should be included in the international regulations.

The Advisory and Technical Committee studied the report of the Permanent Committee on Road Traffic on its tenth session and endorsed its conclusions. It stressed the importance of the recommendation adopted by the Permanent Committee relating to the introduction of the two new signs, and requested the Secretary-General to bring it to the notice of the Governments of the European States and of other States concerned, so that :

(a) Those Governments may be guided by it in issuing road signs in their territory ;

(b) The Governments may, as far as they are concerned and if they think fit, take the necessary steps to introduce into the international regulations by means of an addition to the Annex of the Convention of 1931 concerning the Unification of Road Signals, in accordance with the procedure laid down in Article 13, the two new signs mentioned above.

In view of this resolution, the Secretary-General of the League of Nations communicated the recommendation of the Permanent Committee to the Governments of States Members and non-members by circular letter dated April 30th, 1936 (C.L.69.1936.VIII).

The Governments of the following States have replied to the circular letter: Afghanistan, Union of South Africa, United States of America, Australia, Austria, United Kingdom of Great Britain and Northern Ireland, Bulgaria, China, Czechoslovakia, Denmark, Ecuador, Estonia, Iceland, India, Irish Free State, Latvia, Liechtenstein, Monaco, Netherlands, Norway, Portugal, Roumania, Siam, Sweden, Turkey, Union of Soviet Socialist Republics, Yugoslavia.

Part A.

General Observations.

Among the twenty-seven countries which have replied to the circular letter, fourteen have already introduced, or intend shortly to introduce, the signs recommended, and five other countries have accepted them and will apply them should the volume of traffic justify such a measure. Eight countries have stated that they do not intend to introduce the two signs in question. The following reasons were given:

1. The signs do not meet traffic needs (Denmark, United Kingdom, Netherlands — as regards the sign prohibiting the use of sound warning signals).
2. The geographical and linguistic situation of the country does not call for the use of symbols on road signs (Australia, United States of America).
3. The proposed signs give rise in themselves to criticism (Austria, Netherlands — as regards the sign prohibiting overtaking).

The Austrian Government observes on the one hand that, if the sign "Overtaking prohibited" were to be displayed at all places where overtaking might be dangerous, this would mean, in view of the nature of the country in Austria, the provision of an excessive number of such signs. Drivers might in consequence believe they were entitled to assume that overtaking was permitted wherever the signal was not displayed.

On the other hand, the introduction of such a sign would necessitate the indication of the road sector to which the prohibition applies (a measure not provided for in the recommendation). Moreover, the sign, being absolute and comprehensive of all classes of vehicle without distinction, would result in unnecessary obstruction of traffic. Finally, the Austrian Government draws the attention of the Permanent Committee to the desirability of considering whether and how *temporary* restrictions of the use of sound warning signals could be indicated by international signs.

The Netherlands Government states that it prefers the sign bearing two motor-cars, as used exclusively in the Netherlands, to the sign bearing two arrows recommended by the Permanent Committee because the prohibition to overtake applies in the Netherlands to motor vehicles only. The prohibition of motor vehicles to overtake animal-drawn vehicles might result in the obstruction of traffic.

No Government party to the Convention of 1931 concerning the unification of road signals communicated its intention to carry out the wish expressed under (b) above concerning the introduction into the international regulations by means of an addition to the Annex of the said Convention of the two new signs.

Turkey, which was not yet a party to the Convention of 1931, stated by letter dated September 25th, 1936¹, that it had approved by a Decree of the Council of Ministers dated July 1st, 1936, the addition to the Annex of the Convention of 1931 on the unification of road signals of the desire expressed by the Advisory and Technical Committee for Communications and Transit in accordance with the procedure provided by Article 13 of the Convention.

It follows, therefore, that the new road signs will be used on Turkish territory.

ANALYSIS OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER NO. 69.1936.VIII.

I. *Countries which have already introduced or are prepared shortly to introduce the Two New Signs.*

Bulgaria, China, Czechoslovakia, Ecuador, Estonia, India, Latvia, Liechtenstein, Norway, Portugal,² Roumania, Turkey, Union of Soviet Socialist Republics, Yugoslavia.

II. *Countries which approve the New Signs and intend to apply them should occasion arise.*

Afghanistan, Union of South Africa³ (in the provinces of Cape of Good Hope, Natal and Orange Free State), Monaco, Siam, Sweden.

¹ Turkey ratified the Convention on October 15th, 1936.

² The Autonomous Road Board is in favour of the use of the two signs on the national roads.

³ See also under III.

III. *Countries which have taken due note of the Recommendation.*

Union of South Africa (in the province of Transvaal).¹

IV. *Countries which are not prepared to adopt the Recommendation.*

Austria, United Kingdom of Great Britain and Northern Ireland, Denmark, Irish Free State, Iceland, Netherlands² (as regards the sign relating to the prohibition of the use of sound warning signals).

V. *Countries which have adopted Other Signs for the Same Purpose.*

Australia, Netherlands³ (as regards the sign prohibiting overtaking), United States of America.

Part B.

SUMMARY OF THE REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER
No. 69.1936.VIII.

Afghanistan.

By letter dated August 24th, 1936, the Afghan Government stated that the two new signs recommended were useful and could be adopted.

Union of South Africa.

By letter dated December 23rd, 1936, the Department of External Affairs stated that the matter had received the consideration of the Provincial Administrations under whose purview it fell.

In the Province of the Cape of Good Hope, the sign "Overtaking prohibited" was not in use, but the Administration expressed the opinion that the sign would no doubt be adopted in the form indicated should it be considered that a regulation permitting such a prohibition was necessary.

With reference to the sign "Use of sound signals prohibited" the Administration had under consideration the question of giving powers to local authorities to establish "Silent zones" and the recommendation of the Transit Organisation would be borne in mind should those powers be granted.

In the Province of Natal, the recommendation in regard to both signs was submitted to the Motor Ordinance Enquiry Committee, and the Committee resolved that the recommendations be noted for consideration in connection with any regulations to be framed under the new Motor-car and Road Traffic Ordinance.

As regards the Province of the Orange Free State, the Administration remarked that little, if any, need existed at present for the adoption of the two signs, but if they were adopted generally in other parts of the Union the Administration would be prepared to agree to incorporate them in regulations.

The Administration of the Province of the Transvaal had taken due note of the recommendation in regard to both signs.

Commonwealth of Australia.

By letter dated June 9th, 1936, the Australian Government referred to a previous communication, dated June 24th, 1935, setting out its attitude towards the 1931 Convention. This communication contains the following observation:

Owing to the considerable foreign traffic in many European countries, road symbols instead of words are to be recommended, and the necessity for uniformity is probably essential, but in Australia foreign road traffic is negligible and there are no language difficulties. The warning signs adopted in Australia follow the British system of using a red triangle to indicate danger, the nature thereof being stated in writing.

In the circumstances, it is not proposed at present to take any action towards accession in respect of the Commonwealth of Australia to this Convention.

Austria.

By a letter dated October 20th, 1936, the Austrian Government made the following communication:

(a) *Sign prohibiting overtaking.* — The Road Traffic Regulations in force in Austria lay down general rules as to overtaking and the conditions in which it is prohibited. On the basis of these regulations, the driver has to decide for himself whether, in the circumstances, he can overtake or not. As a rule, secondary roads are not very wide, there

¹ See also under II.

² See also under V.

³ See also under IV.

are a good many curves, and visibility is not very good. At the same time, there are relatively few places in which it is necessary *entirely* to prohibit overtaking, and such a measure is only required temporarily, for instance, during road repairs, building work on adjacent land, etc. If all places in which overtaking might on occasion be somewhat dangerous had to be indicated by a special sign, there would be far too many of these signs, in view of the very uneven country through which most of the Austrian roads pass. The consequence would be that, where there were no such signs, drivers might think they were entitled to assume, in the absence of any indication to the contrary, that overtaking was permitted in all circumstances without exception. Attempts might even be made to throw third-party responsibility on the road authorities, should an accident occur as a result of, or on the occasion of, overtaking in a place where there was no sign.

In view of these circumstances and of the objections to increasing the present number of road signs, the Austrian Government does not feel able to become a party to a Convention for the purpose of introducing the said sign. It seems desirable to point out, moreover, that, if such a sign were introduced in practice, it would also be necessary — this is not provided for in the recommendation — to indicate the sector to which the prohibition applies. This would be particularly necessary because the sign, being absolute and comprehensive of all classes of vehicles without distinction, would obstruct traffic unnecessarily. It often happens that a vehicle, especially if drawn by an animal, can safely be overtaken by bicycles or motor-cycles and the prohibition should reasonably be limited to vehicles of certain dimensions.

(b) *Sign prohibiting the use of sound warning signals.* — The Austrian Government has no objection in principle to this sign ; it must, however, reserve its right to consider the question of accession to a Convention relating thereto until such time as it has itself established a rule prohibiting the use of sound warning signs, either generally or during certain hours of the day. For the moment, the only action it is considering is the introduction of a law authorising the prohibition of sound warning signals during the *night*. As it is probable that sound signals are prohibited during certain hours of the day in other countries, it might be well to draw the attention of the Committee on Road Traffic to the desirability of considering whether and, if so, how such temporary restrictions could be indicated by international signs.

United Kingdom of Great Britain and Northern Ireland.

By letter of July 7th, 1936, the United Kingdom Government communicated the following observations :

Overtaking prohibited. — In view of the very few cases where overtaking is prohibited in the United Kingdom, the competent authorities of His Majesty's Government consider that the adoption of the sign suggested would not convey the requisite intimation to drivers. Should the practice of prohibiting overtaking become more widely extended, further consideration will be given to the matter.

Use of sound signals prohibited. — Apart from the general requirement that warning instruments should not be sounded between the hours of 11.30 p.m. and 7 a.m. on any road on which there is provided a system of street lighting furnished by means of lamps placed not more than 200 yards apart, there are no local provisions prohibiting the use of such instruments. In view of the nature of the requirement in the United Kingdom, it has not hitherto been found necessary to employ a special sign for the purpose of giving the requisite information to drivers. Should it ultimately be found necessary to adopt such a sign, the recommendation of the Transit Organisation will be given the most careful consideration.

Bulgaria.

By letter dated June 6th, 1936, the Bulgarian Government stated that the Bulgarian General Directorate of Public Works and Communications accepts the two new road signs recommended and will take the necessary steps to apply them.

China.

By letter dated September 14th, 1936, the Chinese Government stated that it will take the necessary steps to introduce the two new signs recommended by means of an addendum to the Annex to the Chinese Road Circulation Regulations of December 21st, 1934.

Denmark.

By letter dated August 15th, 1936, the Danish Government stated that the exigencies of the traffic in Denmark do not at present justify the introduction of the two new road signs recommended.

Ecuador.

By letter dated June 15th, 1936, the Ecuadorian Government stated that the two new signs would certainly be adopted by the Police Authorities.

Estonia.

By letter dated July 13th, 1936, the Estonian Government stated that the competent authorities in Estonia had declared themselves in favour of the adoption of the new road signs and had taken measures to introduce them.

United States of America.

By letter dated June 11th, 1936, the United States Government made the following observations :

It appears that the system of road signalling recommended is based almost entirely upon symbols, a practice of obvious value where a number of different languages are in use within a comparatively small area. As such a situation does not exist in the United States, the standard American practice in regard to such signals, concerning which no change is contemplated, is to use words rather than symbols.

India.

By letter dated June 23rd, 1937, the Secretary of State for India stated that, after considering the opinions of all local governments and administrations, the Government of India had come to the conclusion that the use of the two road signs (" Overtaking prohibited " and " Use of sound signals prohibited ") may gradually become necessary in certain localities, in which case they should be generally known. The Government had accordingly decided to include the two road signs in the series of standard mandatory or prohibitory road signs and recommended that they be followed in future where such signs are needed.

Irish Free State.

By letter of July 15th, 1936, the Government of the Irish Free State stated that they do not intend at present to adopt road signs prohibiting overtaking or restricting the use of sound warning signals.

Iceland.

By letter dated February 18th, 1937, the Danish Government stated that the signs recommended were not used in Iceland.

Latvia.

By letter dated June 27th, 1936, the Latvian Government stated that the authorities had declared themselves in favour of the introduction of the two new signs and had decided to take all the necessary steps to publish as soon as possible an addendum to the relevant rules and regulations already in force.

Liechtenstein.

By letter dated May 15th, 1936, the Government of the Principality of Liechtenstein stated that it approved the recommendations on this subject and would carry them out.

Monaco.

By letter dated June 10th, 1936, the Government of the Principality communicated that it considered that there would be every advantage in adopting the new signs.

Norway.

By letter dated July 20th, 1936, the Norwegian Government stated that the competent authorities had intimated that they intended to recommend the adoption of the two new road signs.

Netherlands.

A. By a letter dated August 8th, 1936, the Government of the Netherlands made the following observations concerning the Kingdom in Europe.

Sign prohibiting overtaking. — The prohibition to overtake is regulated by Article 11 (*b*) of the Regulations on Motor Vehicles and Bicycles. These regulations provide that motor vehicles may be prohibited from overtaking other motor vehicles on certain special roads. (This prohibition is clearly indicated by the sign depicted in Annex V (*b*) to the Decree on Motor Vehicles and Bicycles which was appended to the letter of December 10th, 1935, to the League of Nations.) A sign bearing two motor-cars to indicate this prohibition seems preferable to the sign recommended because the two black arrows might suggest that all overtaking, not only overtaking by motor vehicles, was prohibited.

Sign prohibiting the use of sound warning signals. — The Government is contemplating incorporating in Article 23 of the Regulations on Motor Vehicles and Bicycles a prohibition to use any sound warning signals between ten o'clock in the evening and half-an-hour before sunrise. No special sign will be required to indicate this prohibition, which will be in force on all the roads in the Netherlands. As the Government is of opinion that special restrictions on special roads during the day will not be necessary, there is no need to adopt a special sign to indicate restrictions of this kind.

B. *Extract from the Secretary-General's reply dated August 12th, 1936.*

With regard to the new sign prohibiting overtaking proposed by the Transit Committee, the Secretary-General draws the attention of the Government of the Netherlands to the fact that the Committee preferred to indicate this prohibition by means of the sign bearing two black arrows rather than by that bearing two motor-cars, as proposed in the first instance, precisely because it was of opinion that the prohibition should apply, not only to all motor vehicles, but also to "any . . . other vehicle the dimensions of which are comparable with those of a motor-car".

C. *Extract from a Letter from the Government of the Netherlands dated September 5th, 1936.*

Her Majesty's Government considers that a prohibition to overtake not only all motor vehicles but also "any . . . other vehicle the dimensions of which are comparable with those of a motor-car" is hardly desirable, as a slow-moving vehicle might obstruct the traffic. For this reason, the Government prefers to prohibit only motor vehicles from overtaking.

Consequently, it prefers the sign bearing two motor-cars to indicate this prohibition.

Portugal.

By letter dated August 21st, 1936, the Portuguese Government stated that it had consulted the competent authorities and that the Autonomous Road Board was in favour of the use of the two new signs on the national roads.

Roumania.

By letter dated November 26th, 1936, the Roumanian Government communicated that the competent Roumanian authorities for the improvement of road signalling would introduce, within the limits imposed by the budget, the two new road signs recommended.

Siam.

By letter dated July 10th, 1936, the Siamese Government stated that the two new road signs would be used as recommended when the occasion arose.

Sweden.

By letter dated July 21st, 1936, the Swedish Government stated that the competent authorities had no objection in principle to the adoption of the two new signs recommended. The authorities had, however, not thought it necessary for the time being to recommend their use in Sweden, as the need for such signals had not so far made itself felt.

Czechoslovakia.

By letter dated October 1st, 1936, the Czechoslovak Government stated that the Ministry for Public Works considered that the adoption of the two new road traffic signs recommended was desirable. The Ministry will propose their introduction in the near future when the new regulations on road signalling are adopted in Czechoslovakia.

Turkey.

By letter dated September 25th, 1936, the Turkish Government stated that it had approved by a Decree of the Council of Ministers dated July 1st, 1936, the addition to the Annex of the Convention of 1931 of the desire expressed in accordance with the procedure provided in Article 13 of the Convention.

Union of Soviet Socialist Republics.

By letter dated July 8th, 1936, the People's Commissariat stated that the two new road traffic signs had already been adopted by the competent authorities and would be included in the new standard road traffic signs established by the Union in accordance with the International Convention of 1931.

Yugoslavia.

By letter dated September 18th, 1936, the Yugoslav Government communicated that they were in favour in principle of the adoption of the recommendation and that the Royal Ministry for Public Works was making the necessary arrangements in this respect.

ANNEX 3.

COMMUNICATION FROM THE CHAIRMAN REGARDING THE ADVISABILITY OF SUPPLEMENTING THE "WAITING PROHIBITED" OR "PARKING PROHIBITED" SIGN PROVIDED FOR IN THE ANNEX TO THE CONVENTION OF MARCH 30TH, 1931, CONCERNING THE UNIFICATION OF ROAD SIGNALS, BY A SIGN SHOWING THE LIMITS OF THE PROHIBITED ZONE, SO THAT NO MISTAKE CAN POSSIBLY BE MADE.

C.C.T./C.R./117.
June 10th, 1937.

In view of the extent of the zone in which waiting is prohibited, especially in narrow streets, the relevant signs placed at the limits of this zone are sometimes so far apart that the motorist is unable to see exactly where it ends, particularly at nightfall. The Permanent Committee on Road Traffic might consider the possibility of supplementing this sign, for instance, by an arrow, so that the limits of the zone may be clearly shown and no mistake can be made.

ANNEX 4.

ACTION TAKEN WITH REGARD TO THE RECOMMENDATION CONCERNING DISTINCTIVE NATIONALITY MARKS ON MOTOR VEHICLES.

C.C.T./C.R./109.
C.C.T./627.
May 5th, 1937.

CORRESPONDENCE EXCHANGED BETWEEN THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS AND THE FRENCH GOVERNMENT WITH A VIEW TO GIVING EFFECT TO THE RECOMMENDATION ADOPTED BY THE ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT IN RESPECT OF THE CONSTITUTION, SITUATION AND LIGHTING OF THE DISTINCTIVE NATIONALITY MARK ON MOTOR VEHICLES.

1. LETTER, DATED JUNE 17TH, 1936, FROM THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS TO THE FRENCH MINISTER FOR FOREIGN AFFAIRS.

[*Translation.*]

I have the honour to inform you that, at its nineteenth session (November 1935), the Advisory and Technical Committee for Communications and Transit recommended that the attention of Governments parties to the International Convention relative to Motor Traffic, signed at Paris on April 24th, 1926, should be drawn to the necessity for observing more strictly the provisions of Articles 3 and 5 of this Convention, and Annex C thereof, in respect of the constitution, situation and lighting of the distinctive nationality mark.

2. The Advisory and Technical Committee requested its Chairman to take the necessary steps to transmit this recommendation to the Governments concerned.

3. At the Chairman's request, I have the honour herewith to draw the French Government's attention to the above recommendation in order that it may, should it so desire, draw the attention of those concerned to the Advisory and Technical Committee's recommendation.

2. LETTER, DATED MARCH 10TH, 1937, FROM THE MINISTRY FOR FOREIGN AFFAIRS OF THE FRENCH REPUBLIC TO THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS.

[*Translation.*]

On June 17th, 1936, you were good enough to remind me that, at its nineteenth session (November 1935), the Advisory and Technical Committee on Communications and Transit recommended that the attention of Governments parties to the International Convention relating to Motor Traffic, signed at Paris on April 24th, 1926, should be drawn to the necessity for observing more strictly the provisions of Articles 3 and 5 of the Convention, and Annex C thereof, in respect of the constitution, situation and lighting of the distinctive nationality mark.

I have the honour to inform you that, in order to comply with this recommendation, the Government of the Republic addressed the enclosed circular, dated August 3rd, 1936 (a), to all the countries parties to the International Convention on Motor Traffic.

Up to the present, replies have been received as regards the Union of South Africa, Belgium, Estonia, Iceland, Italy, Latvia and Switzerland. Copies of or extracts from these replies are appended to the present communication (b).

- (a) *Circular, dated August 3rd, 1936, from the Minister for Foreign Affairs of the French Republic to the States Parties to the International Convention relating to Motor Traffic, signed at Paris on April 24th, 1926.*

[Translation.]

The Advisory and Technical Committee for Communications and Transit of the League of Nations recommended, at its nineteenth session, held in November 1935, that the attention of Governments parties to the International Convention on Motor Traffic, signed at Paris on April 24th, 1926, should be drawn to the necessity for observing more strictly the provisions of Articles 3 and 5 of the Convention, and Annex C thereof, in respect of the constitution, situation and lighting of the distinctive nationality mark. This Convention contains the following stipulations :

“ Article 3. —

“ II. The motor vehicle must carry :

“ (1) At the front and the back, marked on plates or on the vehicle itself, the registration number which has been allotted to it by the competent authority. The registration number placed at the back as well as the distinctive mark referred to in Article 5 must be lit up as soon as they cease to be visible by the light of day.

In the case of a vehicle followed by a trailer, the registration number and the distinctive mark referred to in Article 5 are repeated behind the trailer, and the regulation regarding the lighting of these marks applied to the trailer.

“ Article 5. — Every motor vehicle, to receive international authorisation to travel on a road to which the public have access, must carry, in a visible position in the rear, a distinguishing mark consisting of from one to three letters written on a plate or on the vehicle itself.

“ For the purposes of the present Convention, the distinguishing mark corresponds either to a State or to a territory which constitutes a distinct unit from the point of view of the registration of motor vehicles.

“ The dimensions and colour of this sign, the letters, their dimensions and their colour are given in the table contained in Annex C of the present Convention.

“ Annex C. — The distinctive sign laid down in Article 5 is formed of an oval plate 30 cms. wide by 18 cms. high bearing from one to three letters painted in black on a white ground. The letters are formed of capital Latin characters. They are of a height of at least 10 cms. and their strokes are of a width of at least 15 mms.

“ In so far as concerns motor-cycles, the distinctive sign provided for in Article 5 will measure only 18 cms. horizontally and 12 cms. vertically. The letters will measure 8 cms. in height ; the width of their strokes being 10 mms.”

I should be glad if you would approach the Government of your place of residence as soon as possible in order that effect may be given to the Transit Committee's recommendation.

- (b) *Replies to the Circular of August 3rd, 1936.*

Union of South Africa.

LETTER FROM THE CHARGÉ D'AFFAIRES OF FRANCE IN SOUTH AFRICA TO THE MINISTER FOR FOREIGN AFFAIRS.

Pretoria, November 19th, 1936.

I have the honour to inform Your Excellency that I have approached the Government of the Union of South Africa and am now informed :

1. That the provisions of Articles 3 and 5 and of Annex C of the International Convention of 1926 on Motor Traffic are duly observed by the Union of South Africa;

2. That, at the same time, the Government has again requested the Automobile Associations responsible for issuing international permits in the Union to impress the holders of such documents with the necessity for complying with the provisions of the Convention.

Belgium.

LETTER FROM THE BELGIAN MINISTRY OF FOREIGN AFFAIRS TO THE FRENCH AMBASSADOR
IN BELGIUM.

[*Translation.*]

Brussels, January 6th, 1937.

I have the honour to inform Your Excellency that, as Belgium has acceded to the International Convention of April 24th, 1926, on Motor Traffic, the provisions of Articles 3 and 5 of this Convention are in force in this country.

The officials responsible for enforcing the general traffic regulations will see that these provisions are not infringed.

Estonia.

LETTER FROM THE FRENCH MINISTER IN ESTONIA TO THE
FRENCH MINISTER FOR FOREIGN AFFAIRS.

[*Translation.*]

Tallinn, September 12th, 1936.

I am informed by the Estonian Ministry of Foreign Affairs, in a note dated September 11th, that the Convention in question has been enforced in its entirety in Estonia since 1932.

At the request of the French Legation, the attention of the competent local authorities has been drawn to the Transit Committee's recommendation that the distinctive nationality mark should be made more conspicuous.

Iceland.

LETTER FROM THE VICE-CONSUL IN CHARGE OF THE FRENCH CONSULATE IN ICELAND TO THE
FRENCH MINISTER FOR FOREIGN AFFAIRS.

[*Translation.*]

Reykjavik, December 3rd, 1936.

The Prime Minister has just informed me that the regulations in force in Iceland in respect of the constitution, situation and lighting of the distinctive nationality mark on motor vehicles comply in every particular with the text of the said Convention.

Italy.

VERBAL NOTE FROM THE MINISTRY OF FOREIGN AFFAIRS OF THE
KINGDOM OF ITALY TO THE FRENCH EMBASSY, ROME.

[*Translation.*]

Rome, November 21st, 1936.

The Royal Ministry of Foreign Affairs has the honour to inform the French Embassy at Rome that the competent Royal authorities have intimated that they endorse the recommendation made by the Advisory and Technical Committee for Communications and Transit of the League of Nations at its nineteenth session.

The Royal Authorities in question point out in this connection that the provisions of Articles 3 and 5 of the Paris Convention have been embodied in the regulations on roads and traffic, approved by Royal Decree No. 1740 on December 8th, 1933. Articles 59 and 72 relate to the obligation to provide motor vehicles with a distinguishing plate at the front and the back, and to see that the plate at the back is properly lighted. Article 103 stipulates that motor vehicles travelling in foreign countries shall be provided with international traffic documents and a distinctive nationality plate, as laid down in the Paris Convention.

It should, however, be pointed out that the latter obligation does not cover motor vehicles travelling in countries which allow foreign motor vehicles to circulate on production of national documents only.

Latvia.

VERBAL NOTE FROM THE MINISTRY OF FOREIGN AFFAIRS OF LATVIA
TO THE LEGATION OF THE FRENCH REPUBLIC AT RIGA.

[*Translation.*]

Riga, August 10th, 1936.

With reference to Note No. 95 of August 13th last, concerning the recommendation of the Transit Committee of the League of Nations, the Minister for Foreign Affairs has the honour to inform the Legation that he communicated this Note to the competent authorities, who have requested the Automobile Club of the Republic of Latvia, the competent body for the issue of the distinctive marks referred to in Article 5 of the Convention, to see that such marks are in strict conformity with the rules laid down in the Convention, and also that the distinctive mark is placed near the registration mark at the back of the vehicle in such a way as not to interfere with the visibility and lighting of either of the two signs.

Switzerland.

FEDERAL DEPARTMENT OF JUSTICE AND POLICE.

[*Translation.*]

Berne, June 3rd, 1936.

To the Cantonal Governments.

Article 5, paragraph 1, of the International Convention of April 24th, 1926, in respect of motor traffic, provides that every motor vehicle, to receive international authorisation to travel on a road to which the public have access, must carry, in a visible position in the rear, a distinguishing mark . . . written on a plate or on the vehicle itself. This mark must be lit up as soon as it ceases to be visible by the light of day (Article 3, II, (1) of the Convention). According to Annex C of the Convention, the distinctive sign is formed of an oval plate 30 cm. wide by 18 cm. high, bearing from one to three letters painted in black on a white ground. These letters are formed of capital Latin characters. They are of a height of at least 10 cm. and their strokes are of a width of at least 15 mm. In so far as concerns the motor-cycles, the oval plate is 18 cm. by 12 cm. with letters 8 cm. in height; the width of their strokes being 10 mm. Distinctive signs painted on the vehicle must also correspond with these provisions.

It has been customary in Switzerland, as in a number of other States, to dispense with the white oval and merely to paint the distinctive letters in a light colour or to fix metal letters directly on the rear of the vehicle. This procedure, which is not in accordance with the provisions of the 1926 Convention, was discussed at the last session of the Permanent Committee on Road Traffic of the League of Nations. Although there was some support for the view that metal letters or letters painted on the vehicle should be regarded as adequate, the Committee decided to take steps to see that distinctive marks not complying with the necessary conditions should no longer be allowed in international traffic. Swiss motorists and motor-cyclists whose vehicles carry at the rear the letters CH in metal or merely painted, or a white oval plate, or a painted oval, which cannot, however, be lighted at night, may, when travelling in foreign countries, have trouble with the Customs officials or police. It is possible that, in view of the League's recommendation, some States will enforce the provisions of the International Convention of 1926 concerning distinctive marks more strictly. We would therefore ask you to be good enough to see that the motorists and motor-cyclists of your canton are aware of the above facts. We are communicating this note to the motorists' and motor-cyclists' associations, requesting them to bring it to the notice of their members. When motor vehicles not bearing a distinctive mark in accordance with the International Convention, are brought up for examination, the expert will warn the owner of the difficulties to which he may expose himself if he travels abroad. When the executive regulations are revised, it should be made clear that distinctive marks on motor vehicles should correspond with the provisions of the 1926 International Convention.

There can, of course, be no objection to vehicles registered in Switzerland carrying the letters CH in a way which does not comply with the provisions of the Convention, or circulating without these letters as long as they remain in Switzerland, since the distinctive mark is only necessary for travel outside the country of registration. At the same time, having regard to the tourist traffic, we would ask you to be so good as to instruct your police not to prosecute foreign drivers whose vehicles bear a distinctive mark which does not comply with the 1926 International Convention. It is sufficient, for purposes of identification, if such vehicles carry the distinctive letters of their country of origin in a visible position at the rear, regardless of the manner in which they are affixed.

To the President.

To the Councillors of State.

ANNEX 5.

STANDARDISATION OF NATIONAL ROAD TRAFFIC DOCUMENTS.

LETTER AND NOTE ADDRESSED TO THE CHAIRMAN OF THE PERMANENT COMMITTEE ON ROAD TRAFFIC BY THE SECRETARY-GENERAL OF THE INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE CLUBS.

C.C.T./C.R./111.

[*Translation.*]

Paris, October 21st, 1936.

I have the honour to inform you that the International Commission on Tourist Traffic of the International Association of Recognised Automobile Clubs, at its meeting of October 8th, 1936, requested me to bring to the notice of the Permanent Committee on Road Traffic a proposal with a view to standardising national road traffic documents.

Our International Commission on Tourist Traffic hopes that the Permanent Committee on Road Traffic will continue the examination of this question and will endeavour to obtain the standardisation through official channels.

In order that you may be fully informed as regards this proposal, I send you herewith a note summarising the work of our Commission and the results which it has already obtained.

(Signed) PÉRON.

[Translation.]

NOTE ON THE STANDARDISATION OF NATIONAL DRIVING LICENCES AND NATIONAL REGISTRATION CARDS.

For some years past, a number of countries have been trying to facilitate the admittance of foreign motorists into their territories by abolishing certain formalities which were not regarded as indispensable.

One such facility was that foreign motorists were not required to produce the international documents instituted by the International Convention relating to Motor Traffic of April 24th, 1926. Certain countries have concluded reciprocity conventions with their neighbours, to enable their nationals to drive with their national documents. Others, such as France, have decided to grant these facilities to motorists belonging to certain foreign countries, without previous agreement with those countries.

In 1935, it was decided, by way of trial, to allow tourist cars and motor-cycles registered in the United Kingdom, Belgium, Luxemburg, Germany, Switzerland, Italy, Spain, the Irish Free State, Austria, Hungary, Portugal, the Netherlands and Czechoslovakia to be driven in France simply on production by their drivers of the national licences of which they must be in possession, corresponding to the French grey and pink cards. Customs officials received instructions, when the vehicles crossed the frontier, to examine the national documents produced and to ascertain whether they were in order. These instructions specified that "the (Customs) Service will require the production of documents taking the place, in the above-mentioned countries, of the French grey and pink cards, will ascertain the identity of the drivers and vehicles and, provided that nothing irregular is found, will stamp the temporary import documents with the words 'National licences presented', endorsing them with the official signature and the seal of the Bureau".

After a few months' trial, the French Customs Offices realised that they were finding it very difficult, not only to ascertain whether the foreign papers were "in order", but even to recognise the papers themselves. The French Customs Directorate-General accordingly decided, in order to assist its agents in their task, to issue the following circular:

"The Administrative decision, No. 4708, 2/2, of July 10th, 1935, provided that drivers of motor vehicles registered in countries bordering on or near France might be exempted from producing international traffic documents if they presented the documents or documents they are required to hold under the provisions of the Highway Code in their own country.

"The Department of the Interior has just stipulated that the parties concerned must be in possession of the document mentioned hereunder, which corresponds, in the several countries, to the French driving licence.

"*Austria*: Führerschein.

"*United Kingdom and the Irish Free State*: Driving licence.

"*Czechoslovakia*: Vudci list.

"*Germany*: Führerschein.

"*Hungary*: Permis national.

"*Italy*: Patente di abilitazione di primo grado alla guida di automobili per uso proprio.

"*Luxemburg*: Permis national, or Führerschein.

"*Netherlands*: Rijbewijs A.

"*Portugal*: Carta para condutor de veiculos automoveis.

"*Spain*: Permiso de conducción.

"*Switzerland*: Permis de conduire, or Führerschein, or Licenza di conduire.

"Motorists and motor-cyclists who fail to produce the above-mentioned national licences will not be allowed to drive in France unless they are in possession of the international driving licence.

"The international driving licence will be required, in particular, in the case of:

"(1) Belgian motorists and motor-cyclists, since a driving licence is not required under Belgian domestic law;

"(2) Italian motor-cyclists, unless they have obtained the special national licence issued in Italy for driving a motor-cycle.

"Nevertheless, as a special concession and in the interests of the tourist traffic the international driving licence will not be required in the case of Belgian motorists and motor-cyclists, or in that of Italian motor-cyclists, when they apply at the frontier for a special pass for a journey for a limited period. This exceptional facility will enable the parties concerned to drive in France at their own risk without a driving licence during the limited period for which their vehicles or machines are granted temporary admission."

The International Association of Recognised Automobile Clubs (I.A.R.A.C.), which has always tried to facilitate the international tourist traffic, saw, in the initiative of a number of countries, the possibility of doing away with the international traffic documents

instituted by the International Convention of April 24th, 1926, and sought the practical means of achieving this result. It thought that the best way to cope with the difficulties which have occurred in France and which are indicated in the above-mentioned circular would be to standardise the forms for national licences so that they might be easily recognisable by the authorities in every country, irrespective of the country in which they were issued.

The International Commission on Tourist Traffic of the I.A.R.A.C. has accordingly examined the forms for the national documents at present employed in the different countries, and has come to the following conclusions :

National Driving Licences.

The simplest driving licence is the Swedish licence, which contains only the full name and the photograph of the driver and the signature of the issuing authority.

Next comes the British driving licence, in which there is only one additional entry : the residence of the holder.

Driving licences in most of the other countries include the following particulars :

- Full name of holder ;
- Date and place of birth ;
- Residence ;
- Photograph and signature of holder.

In certain countries, other information is required, such as the nationality of the holder (Roumania, Spain, Switzerland), changes of residence (spaces being provided for the purpose), or particulars of military obligations and rank.

But the points on which driving licences differ in the different countries are, first, the form (shape, size, colour), and, secondly, the indication of the category of vehicle for which they are valid. In some cases there is a special licence for each category of vehicle (motor-cycles, touring-cars, heavy vehicles or vehicles for public transport), each form of licence being in certain cases of a different colour. Sometimes there is a single form with special spaces corresponding to the categories of vehicles for which it is valid, the same form being valid, if necessary, for several categories of vehicles when the corresponding spaces are filled in. Sometimes, again, this single form may be valid only for one category of vehicle, mentioned in the space provided, and the driver must have a separate licence for each category of vehicle which he is qualified to drive.

While it might be difficult, without an international conference, to obtain the complete standardisation of driving licences in so far as their contents are concerned, it ought to be possible to ask Governments to adopt a uniform model as regards size, shape and colour.

If all countries are to be enabled to include in the driving licences all the items of information which they now require, it would hardly be possible to recommend a single card like the French driving licence. But a card folded into two — *i.e.*, with four pages — should satisfy requirements. This, indeed, is the form that already exists in the majority of countries.

A uniform wording and arrangement might be adopted for the front page of the cover. The wording should be in two languages : the *national language* and *French*, which would be the international language, as for the "carnet de passage en douane". The Customs official need only glance at this front page to see that the document is a driving licence.

The International Commission on Tourist Traffic of the I.A.R.A.C. accordingly decided to prepare a specimen cover, the adoption of which does not seem likely to present any difficulty. For the inside pages a text is proposed which appears to meet the requirements of the majority of countries. This text would be only in the national language of the individual countries (see Appendix for the form of driving licence proposed).

National Registration Card.

An examination of the registration cards of the different countries shows in the first place that almost all countries simply require the name and address of the owner of the vehicle.

Next, one invariably finds a description of the vehicle — sometimes quite short, sometimes complete.

Lastly, the card always shows the number under which the vehicle is registered.

As a rule, there is only a single type of registration document for the various categories of vehicles. In Spain, however, there are three models for this registration document (*permiso de circulación*) : Model C, for two- or three-wheeled vehicles ; Model A, for vehicles with more than three wheels, not more than nine seats, and load not exceeding 3,500 kg. ; Model B, for vehicles not included in the above-mentioned categories.

In certain countries, the registration document includes spaces for a change of owner and a change of registration number, and spaces for entries showing that the traffic tax has been paid.

While there is some hope of obtaining standardisation in the texts of driving licences, it seems more difficult to obtain uniformity as regards the wording of the registration cards. The utmost that can apparently be done is to standardise the front page of the

cover and to arrange for the second page (the back of the first page) to contain uniform information concerning the description of the vehicle, the registration number and the name and address of the owner. The third and fourth pages, and any inside pages, would be left for each country to use as it pleased. As in the case of the driving licence, the front page of the cover of the registration card would be made out in two languages, the *national language* and *French*. The remainder of the document would be in the language of the country alone.

In view of the foregoing considerations, the International Commission on Tourist Traffic of the I.A.R.A.C. has decided to propose a national registration card in accordance with the model attached hereto (see Appendix), which would be the same as regards shape, size and colour (grey) for all countries.

* * *

At the beginning of 1936, the suggestion of the I.A.R.A.C. for the standardisation of national documents was submitted by the automobile clubs to the competent authorities in their respective countries. The automobile clubs were requested to submit the model for a national driving licence and the model for national registration card to their authorities, in order to ascertain whether the latter would be prepared to adopt them in their country, at all events as regards shape and size (12 cm. by 8.5 cm.), colour and the text on the first page of the cover. As regards the inside pages of these documents, the clubs were requested to ask their authorities to keep as closely as possible to the texts of page 2 of each model, the remaining inside pages being left free for the special information required by each country.

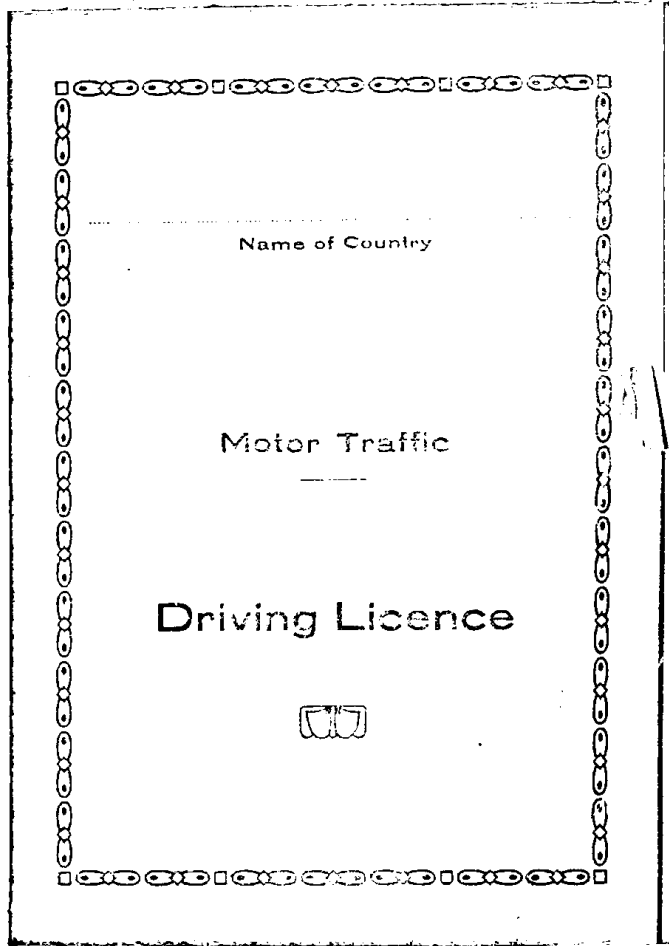
Of the twenty-two countries which have expressed an opinion, fourteen are strongly in favour of the proposal of the International Commission on Tourist Traffic: namely, Albania, Chile, Czechoslovakia, Estonia, France, Germany, Greece, Italy, Lithuania, Luxemburg, Palestine, Poland, Sweden, and Switzerland.

As regards the remaining eight countries (Austria, the United Kingdom, Egypt, Finland, Roumania, Spain, Turkey and Yugoslavia), some stated that they were unable to alter the models for their national documents, while others were of opinion that the number of tourists going abroad was too small to justify a change.

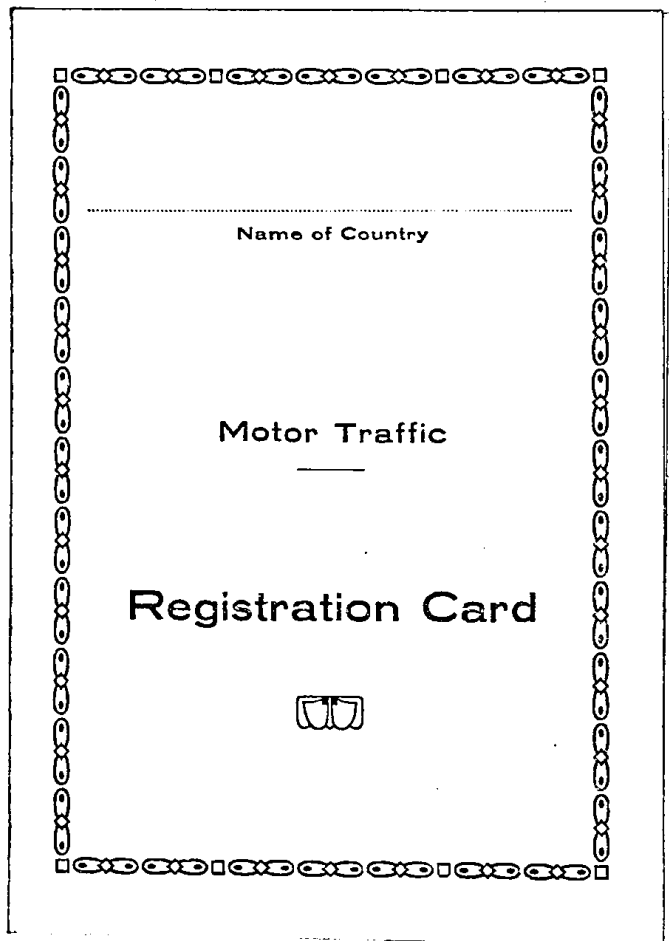
The results of this first consultation are encouraging, especially as, at the meeting of the International Commission on Tourist Traffic on October 8th, 1936, the delegates of the Automobile Club of Austria and the Royal Automobile Club of Great Britain stated that the objections put forward by the authorities in their countries were not absolute and that they were inclined on the whole to welcome the proposal.

The International Commission on Tourist Traffic of the I.A.R.A.C. has accordingly decided, after taking note of these results, to submit the proposal to the Permanent Committee on Road Traffic of the League of Nations, in the hope that that Committee will be good enough to take steps officially to secure its adoption.

Appendix.



A rectangular form with a decorative border of repeating oval patterns. The text is centered and reads: "Name of Country" (with a dotted line above it), "Motor Traffic" (with a horizontal line below it), and "Driving Licence" in a larger font. At the bottom center is a small icon of a pair of shoes.



A rectangular form with a decorative border of repeating oval patterns. The text is centered and reads: "Name of Country" (with a dotted line above it), "Motor Traffic" (with a horizontal line below it), and "Registration Card" in a larger font. At the bottom center is a small icon of a pair of shoes.

ANNEX 6.

NOTE ON VARIOUS BILATERAL AGREEMENTS CONCLUDED BETWEEN
THE GOVERNMENTS OF CERTAIN STATES IN ORDER TO FACILITATE
THE CROSSING OF FRONTIERS BY MOTORISTS.

C.C.T./C.R./123.
June 21st, 1937.

The following arrangements regarding the reciprocal recognition of driving licences and registration certificates for motor vehicles used for passenger transport have been registered with the Secretariat of the League of Nations:

1. Denmark-Sweden Copenhagen, April 26th, 1930 (*Treaty Series*, CI : 319) modified by an exchange of notes, Stockholm, October 11th, 1935 (CLX : 359).
2. Denmark-Finland Copenhagen, June 30th, 1930 (*Treaty Series* CV : 179) modified by an exchange of notes, Copenhagen, December 7th, 1935 (*Treaty Series*, CLX : 365).
3. Finland-Sweden Stockholm, July 17th, 1930 (*Treaty Series* CV : 343) modified by an exchange of notes, Stockholm, December 14th, 1935 (*Treaty Series* CLX : 368).
4. Denmark-Norway Oslo, November 6th, 1930 (*Treaty Series* CIX : 289) modified by an exchange of notes, Oslo, August 22nd, 1935 (*Treaty Series* CLX : 378).
5. Finland-Norway Oslo, November 20th, 1930 (*Treaty Series* CX : 313).
6. Norway-Sweden Oslo, August 8th, 1931 (*Treaty Series* CXXIII : 67).
7. Germany-Norway Berlin, July 19th, 1935, modified by an exchange of notes, Berlin, August 13th, 1935 (*Treaty Series* CLXI : 375).
8. Germany-Denmark Berlin, January 9th, 1936 (*Treaty Series* CLXVI : 135).
9. Moreover, an Agreement was concluded (a) between Italy and Switzerland at Rome on December 19th, 1930 (*Gazzetta Ufficiale del Regno d'Italia*, 72 : 3350-3352, of July 7th, 1931) and (b) between Germany and Sweden at Berlin on June 9th, 1936 (*Reichsgesetzblatt* Teil I of June 12th, 1936).

1. TEXT OF THE ARRANGEMENT BETWEEN DENMARK AND SWEDEN, SIGNED AT COPENHAGEN ON APRIL 26TH, 1930, MODIFIED BY AN EXCHANGE OF NOTES ON OCTOBER 11TH, 1935.

Article 1.

Licences issued and valid in either country for driving motor vehicles therein shall entitle the holder, during a temporary stay in the other country, to drive a passenger motor vehicle of the kind for which his licence qualifies him without having an international certificate or driver's licence, provided that the said motor vehicle is used for private traffic; in this respect, the driver's licence shall serve as an identification document. The party concerned loses this right if he acquires a permanent domicile in the other country.

Article 2.

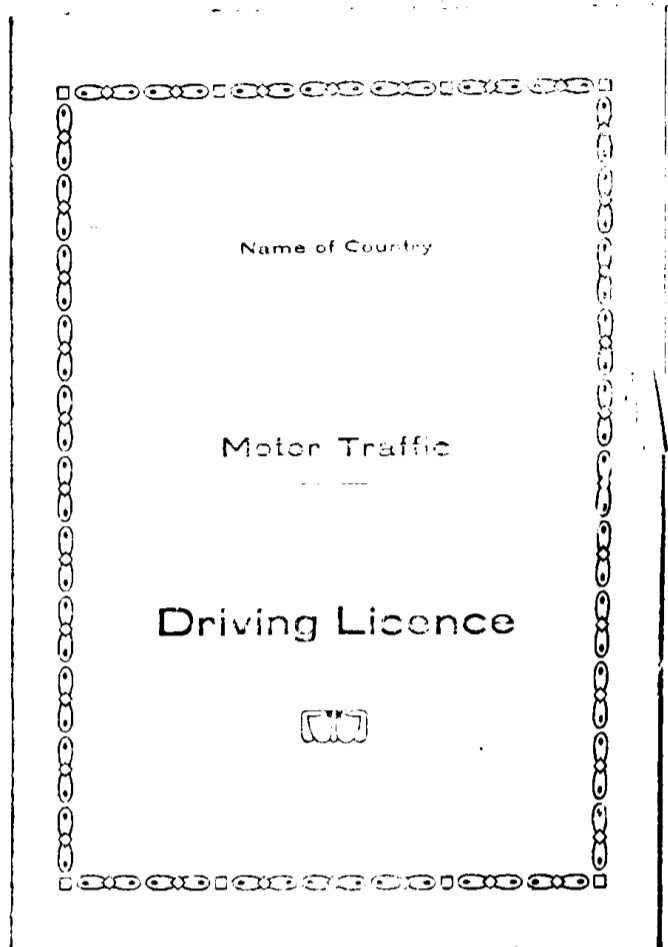
A passenger motor vehicle registered in either country may be brought into the other country and driven therein for not more than one year, without an international licence, provided it is used for private traffic. The identification document in this case shall be, for Swedish motor vehicles, the regular inspection certificate (*besiktningssinstrument*) or the type certificate (*typintyg*) with the registration endorsement, and for Danish motor vehicles the Danish certificate of registration.

Should a motor vehicle, registered in one country, enter the other country and circulate therein as indicated in the present Article, and should it be furnished with the nationality mark of its own country in accordance with the International Motor Traffic Convention, and should it also bear the distinctive mark valid in its own country, it shall not be required, on arriving in the other country, to be provided with any other mark which may be prescribed therein.

Article 3.

If it is evident that the conditions requisite for obtaining a driver's licence or registration are no longer fulfilled, the competent authority in either country shall be entitled, irrespective of the provisions in the above articles, to refuse to recognise the driver's licence or registration granted in the other country.

Appendix.

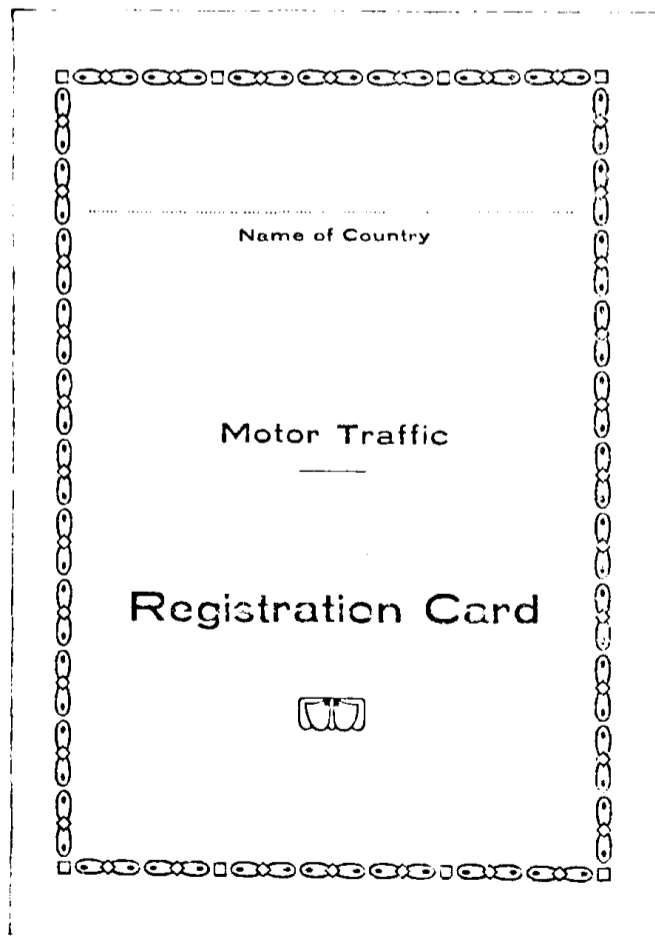



A rectangular form with a decorative border of repeating oval shapes. The text is centered within the border. At the top is the label "Name of Country" followed by a horizontal line. Below that is "Motor Traffic" followed by a horizontal line. The main title "Driving Licence" is in a larger font. At the bottom center is a small icon of a pair of trousers.

Name of Country

Motor Traffic

Driving Licence




A rectangular form with a decorative border of repeating oval shapes. The text is centered within the border. At the top is the label "Name of Country" followed by a horizontal line. Below that is "Motor Traffic" followed by a horizontal line. The main title "Registration Card" is in a larger font. At the bottom center is a small icon of a pair of trousers.

Name of Country

Motor Traffic

Registration Card



ANNEX 6.

NOTE ON VARIOUS BILATERAL AGREEMENTS CONCLUDED BETWEEN THE GOVERNMENTS OF CERTAIN STATES IN ORDER TO FACILITATE THE CROSSING OF FRONTIERS BY MOTORISTS.

C.C.T./C.R./123.
June 21st, 1937.

The following arrangements regarding the reciprocal recognition of driving licences and registration certificates for motor vehicles used for passenger transport have been registered with the Secretariat of the League of Nations:

1. Denmark-Sweden Copenhagen, April 26th, 1930 (*Treaty Series*, CI : 319) modified by an exchange of notes, Stockholm, October 11th, 1935 (*CLX* : 359).
2. Denmark-Finland Copenhagen, June 30th, 1930 (*Treaty Series* CV : 179) modified by an exchange of notes, Copenhagen, December 7th, 1935 (*Treaty Series*, CLX : 365).
3. Finland-Sweden Stockholm, July 17th, 1930 (*Treaty Series* CV : 343) modified by an exchange of notes, Stockholm, December 14th, 1935 (*Treaty Series* CLX : 368).
4. Denmark-Norway Oslo, November 6th, 1930 (*Treaty Series* CIX : 289) modified by an exchange of notes, Oslo, August 22nd, 1935 (*Treaty Series* CLX : 378).
5. Finland-Norway Oslo, November 20th, 1930 (*Treaty Series* CX : 313).
6. Norway-Sweden Oslo, August 8th, 1931 (*Treaty Series* CXXIII : 67).
7. Germany-Norway Berlin, July 19th, 1935, modified by an exchange of notes, Berlin, August 13th, 1935 (*Treaty Series* CLXI : 375).
8. Germany-Denmark Berlin, January 9th, 1936 (*Treaty Series* CLXVI : 135).
9. Moreover, an Agreement was concluded (a) between Italy and Switzerland at Rome on December 19th, 1930 (*Gazzetta Ufficiale del Regno d'Italia*, 72 : 3350-3352, of July 7th, 1931) and (b) between Germany and Sweden at Berlin on June 9th, 1936 (*Reichsgesetzblatt* Teil I of June 12th, 1936).

1. TEXT OF THE ARRANGEMENT BETWEEN DENMARK AND SWEDEN, SIGNED AT COPENHAGEN ON APRIL 26TH, 1930, MODIFIED BY AN EXCHANGE OF NOTES ON OCTOBER 11TH, 1935.

Article 1.

Licences issued and valid in either country for driving motor vehicles therein shall entitle the holder, during a temporary stay in the other country, to drive a passenger motor vehicle of the kind for which his licence qualifies him without having an international certificate or driver's licence, provided that the said motor vehicle is used for private traffic; in this respect, the driver's licence shall serve as an identification document. The party concerned loses this right if he acquires a permanent domicile in the other country.

Article 2.

A passenger motor vehicle registered in either country may be brought into the other country and driven therein for not more than one year, without an international licence, provided it is used for private traffic. The identification document in this case shall be, for Swedish motor vehicles, the regular inspection certificate (*besiktningsinstrument*) or the type certificate (*typintyg*) with the registration endorsement, and for Danish motor vehicles the Danish certificate of registration.

Should a motor vehicle, registered in one country, enter the other country and circulate therein as indicated in the present Article, and should it be furnished with the nationality mark of its own country in accordance with the International Motor Traffic Convention, and should it also bear the distinctive mark valid in its own country, it shall not be required, on arriving in the other country, to be provided with any other mark which may be prescribed therein.

Article 3.

If it is evident that the conditions requisite for obtaining a driver's licence or registration are no longer fulfilled, the competent authority in either country shall be entitled, irrespective of the provisions in the above articles, to refuse to recognise the driver's licence or registration granted in the other country.

Article 4.

The present arrangement is not intended to affect regulations now existing or which may hereafter be issued in either country regarding Customs duties, charges or taxes on motor-cars or motor-car tyres, or insurance of motor vehicles.

The present arrangement shall come into force on May 1st, 1930, and shall remain in force for six months after it has been denounced by either of the Contracting Parties.

* * *

2, 3, 4, and 5. THE AGREEMENTS CONCLUDED BETWEEN DENMARK AND FINLAND, FINLAND AND SWEDEN, DENMARK AND NORWAY, FINLAND AND NORWAY are almost identical with the Agreement of which the text is quoted above.

Some additions have, however, been made to the Agreements concluded between DENMARK AND NORWAY on the one hand and FINLAND AND NORWAY on the other. The following paragraph has been added to Article 1 :

“ If, during the holder’s stay in the other country, a driver’s licence is withdrawn in pursuance of the provisions in force in that country, the driver’s licence shall be sent back as soon as possible to the police at the place where the party concerned is domiciled. ”

The following phrase has been added at the end of paragraph 1, Article 2 :

“ . . . and that they fulfil the regulations in force regarding weight and size. ”

* * *

6. The following addition has been made to Article 3 of the AGREEMENT CONCLUDED BETWEEN NORWAY AND SWEDEN on August 8th, 1931 :

“ If, in virtue of the foregoing provision, a driving licence issued in either country is not recognised in the other, it shall be returned as soon as possible with a statement of the reason why it has not been recognised, to the provincial administration which issued it, in the case of a Swedish licence, and to the police authority in the place of domicile of the holder in the case of a Norwegian licence. ”

* * *

7. The AGREEMENT CONCLUDED at Berlin on July 19th, 1935, between GERMANY AND NORWAY reads as follows :

I.

“ Royal Norwegian Legation,
Berlin.
No. 114.

“ *Note verbale.* ”

“ The Royal Norwegian Legation has the honour to notify the Foreign Office of the following :

“ Drivers of motor passenger vehicles ¹ registered in Germany who are travelling temporarily with their vehicles in Norwegian territory for purposes of a non-professional nature shall be exempted from the obligation of carrying their international certificate and driving permit, if they are able to produce their national certificates and driving permits. The vehicle itself must carry the German police plate and the distinctive sign ‘D’ allotted to Germany in Annex C to Article 5 of the International Convention relating to Motor Traffic of April 24th, 1926.

“ Should there be any doubt as to the non-professional nature of the journey, the decision shall be in favour of applying the present provisions.

“ This arrangement shall apply on condition that the German Government grants reciprocity, and that Norwegian vehicles are also exempted, during their temporary stay in Germany, from carrying the oval plate referred to in paragraph 2, sub-paragraph 2, and paragraph 6 of the Decree of November 12th, 1934, on International Motor Traffic (*Reichsgesetzblatt* I, page 1137).

“ National driving permits and certificates, if they are not made out in the language of the other country also, must be accompanied by an official translation into the language of that country. In this connection, however, a Swedish or Danish translation of the German permits shall also be regarded as sufficient in Norway. A translation made by a non-official organisation of the country of origin authorised for the purpose shall also be sufficient until further notice.

¹ By a subsequent exchange of notes (August 13th, 1935), the words “ motor passenger vehicles (motor-cars and motor-cycles) ” have been substituted for the words “ motor passenger vehicles ”.

“ The Royal Norwegian Legation has duly noted that, in Germany, the following bodies are allowed to make such translations :

“ The Deutsche Automobil-Club E.V., Munich 2 No., Königinstrasse II a, and its branch offices ;

“ The Intergarant A.-G. für Grenzverkehrserleichterung, Munich 13, Hessesstr. 8.

“ On its part, the Royal Norwegian Government has invested the following bodies with similar powers :

“ The Kongelig Norsk Automobilklub, Oslo ;

“ The Norges Automobil-Forbund, Oslo ;

“ The Auto-Riksforbund, Oslo.

“ The recognition of national permits may be withheld on the same grounds on which the recognition of the international certificate and international driving permit may be withheld.

“ The arrangement above proposed shall come into force on August 15th, 1935. It may be denounced by either Party subject to six months' notice.

“Berlin, July 19th, 1935.
“ To the Foreign Office,
Berlin. ”

II.

“ Foreign Office.
V.10478.

“ *Note verbale.*

“ The Foreign Office has the honour to acknowledge receipt of the Royal Norwegian Legation's Note Verbale No. 114 of to-day's date and to inform the Legation as follows :

“ Drivers of motor passenger vehicles¹ registered in Norway who are travelling temporarily with their vehicles in German territory for purposes of a non-professional nature shall be exempted from the obligation of carrying their international certificate and driving permit, if they are able to produce their national certificates and driving permits. The vehicle itself must carry the Norwegian police plate and the distinctive sign 'N' allotted to Norway in Annex C to Article 5 of the International Convention relating to Motor Traffic of April 24th, 1926.

“ Should there be any doubt as to the non-professional nature of the journey, the decision shall be in favour of applying the present provisions.

“ This arrangement shall apply on condition that the Royal Norwegian Government grants reciprocity. Norwegian vehicles shall, furthermore, be exempted, during their temporary stay in Germany, from carrying the oval plate referred to in paragraph 2, sub-paragraph 2, and paragraph 6 of the Decree of November 12th, 1934, on International Motor Traffic (*Reichsgesetzblatt I*, page 1137).

“ National driving permits and certificates, if they are not made out in the language of the other country also, must be accompanied by an official translation into the language of that country. In this connection, however, a Swedish or Danish translation of the German permits shall also be regarded as sufficient in Norway. A translation made by a non-official organisation of the country of origin authorised for the purpose shall also be sufficient until further notice.

“ The German Government has duly noted that in Norway the following bodies are allowed to make such translations :

“ The Kongelig Norsk Automobilklub, Oslo ;

“ The Norges Automobil-Forbund, Oslo ;

“ The Auto-Riksforbund, Oslo.

“ The German Government has given similar permission to the following bodies :

“ The Deutsche Automobil-Club, E.V., Munich 2 No., Königinstr. II a, and its branch offices ;

“ The Intergarant A.-G. für Grenzverkehrserleichterung, Munich 13, Hessesstr. 8.

¹ By a subsequent exchange of notes (August 13th, 1935), the words “ motor passenger vehicles (motor-cars and motor-cycles) ” have been substituted for the words “ motor passenger vehicles ”.

“ The recognition of national permits may be withheld on the same grounds on which the recognition of the international certificate and international driving permit may be withheld.

“ The arrangement above proposed shall come into force on August 15th, 1935. It may be denounced by either Party subject to six months' notice.

“ Berlin, July 19th, 1935.

“ To the Royal Norwegian Legation. ”

* * *

8 and 9 (b) The AGREEMENTS concluded between DENMARK AND GERMANY on the one hand and GERMANY AND SWEDEN on the other are substantially the same as that between GERMANY AND NORWAY, of which the text is quoted above.

* * *

9 (a) THE AGREEMENT OF DECEMBER 19TH, 1930, BETWEEN ITALY AND SWITZERLAND regarding motor traffic between the two countries and the public passenger services common to both, running in the territory of the neighbouring country contains an article (Article 5) reading as follows :

“ The drivers of motor vehicles registered in a country and running temporarily in the territory of the other country are exempted from the presentation of the international certificate provided that they are in possession of their national permits and that their vehicles bear police plates and nationality plates, in accordance with the International Convention of October 11th, 1909. It is understood that the recognition of the national permits may be refused on the same conditions as that of the international certificate.

“ After the entry into force of the International Convention relating to Motor Traffic of April 24th, 1926, the exemption will apply to the international certificate for motor vehicles and to the international driving licence. ”

ANNEX 7.

SIMPLIFICATION OF TRAFFIC DOCUMENTS.

PROPOSAL BY THE ROYAL AUTOMOBILE CLUB OF NORWAY RELATING
TO THE ESTABLISHMENT OF A “ PASSPORT FOR MOTOR VEHICLES ”.

C.C.T./C.R./121.

CORRESPONDENCE EXCHANGED BETWEEN THE SECRETARY-GENERAL OF THE ROYAL
AUTOMOBILE CLUB OF NORWAY AND THE PERMANENT COMMITTEE ON ROAD TRAFFIC.

I. *Letter to the Permanent Committee on Road Traffic from the Secretary-General of the Royal Automobile Club of Norway.*

Oslo, October 24th, 1936.

Our club, the Kongelig Norsk Automobilklub (Royal Automobile Club of Norway), member of the International Association of Recognised Automobile Clubs, is taking the liberty of writing to your Committee with regard to the question of the simplification of travelling documents, especially Customs documents for tourists crossing frontiers by motor vehicle.

We have read with the greatest interest the Report on the Tenth Session of the Permanent Committee on Road Traffic¹ (November 1935) and that of the Sub-Committee of Experts on Tourist Traffic set up by the Economic Committee² (October 1935). The Permanent Committee on Road Traffic has asked to be kept informed of the studies and efforts made with a view to the simplification of motor travelling documents and we see that the question also interests the Sub-Committee of Experts on Tourist Traffic.

We therefore give you below information with regard to the efforts which our club has made, in collaboration with the Automobile Clubs and Associations of the other Northern countries who are members of the I.A.R.A.C. of the International Touring Alliance and of the International Federation of Motor Cycling Clubs to simplify these documents and make the crossing of frontiers easier for tourists.

¹ Document C.468.M.246.1935.VIII.

² Document C.458.M.240.1935.VIII, page 119.

Fifteen years ago, the clubs and associations of the Northern countries (Denmark, Finland, Norway and Sweden) formed a permanent Committee, which examines all motor traffic questions of common interest to these four countries. The Committee has given special attention to everything which might tend to make the crossing of frontiers easier, and the following results have been obtained :

(a) It has been agreed between the four countries referred to above that the *national* certificate for motor vehicles and the *national* driving licence are reciprocally recognised as valid.

Although the four countries are parties to the International Convention relating to Motor Traffic of April 24th, 1926 — and *international* certificates and licences are recognised — it can be said that these documents have been abolished in inter-Scandinavian traffic.

(b) For some years, the reciprocal suppression of all circulation taxes or charges has been agreed upon between our countries. Later, these taxes were suppressed in the majority of European countries.

The fiscal permit has never been in use for traffic between the four Northern countries, the taxes having been suppressed before this permit was created.

(c) In Denmark, Norway and Sweden, insurance against third-party risks is compulsory ; this also applies to foreign motorists visiting these countries. The automobile clubs and the associations of insurance companies have brought about an arrangement whereby motor vehicles registered in either Denmark or Sweden may pass the frontier without any insurance document (the registration of a car implies its insurance) and that the insurance should be valid in the two countries and guaranteed by the association of insurance companies. Norway will accede to this Convention in 1937.

For motorists coming from other countries, very simple insurance cards have been designed ; or else their insurance policy is accepted if it is taken out with a recognised company. If they are not insured, they may take out a temporary insurance at a very moderate premium.

As to the simplification of insurance formalities, our aim is to obtain the recognition of a single insurance card, in the first place for all the Northern countries, and then for the whole world, this card forming part of a *single* document for the car.

In order to further the efforts to facilitate the crossing of frontiers, the simplification of documents and the reduction of their number, the Royal Norwegian Automobile Club has tried to create a single document for motor vehicles, in place of the international (or national) certificate, the Customs document (permit or triptych or other documents), insurance card, etc.

The first result of these efforts was our proposal for a " passport for motor vehicles " put before the meetings of the I.A.R.A.C. (International Commission for Traffic and Customs — I.C.R.T.C.Q.) in October 1935.

The Secretary of the Permanent Committee on Road Traffic of the League of Nations was present at these meetings.

We enclose herewith a copy of our proposal referred to above (see Appendix I).

At the meetings in October 1935, rather serious objections were made to our proposal, especially by the French Customs authorities, who have always represented the most formal and bureaucratic point of view with regard to Customs documents.

Our proposal was studied and the clubs made enquiries of the Customs administrations of their countries. The result of this enquiry was put before the clubs prior to the meetings of the I.A.R.A.C. in October 1936 (see Appendix II). The great majority of the Customs administrations and clubs are against our proposal. The main objection to a document such as the passport for motor vehicles is that it would render effective control difficult.

In a note put before the recent meetings (Appendix III) our club tried to explain its point of view :

The control which is now believed to be exercised over motor vehicles crossing frontiers by means of detachable slips (*volets détachés*) in the existing documents is illusory. It is only possible to exercise an effective control when the motor vehicle and its document are passing the Customs or other such supervisory authority.

A motor vehicle is not an object which can be hidden while it is being used.

The control over foreign motor vehicles passing frontiers or in use within a country should be a comparatively simple matter and should not give rise to very great difficulties, especially if it is agreed that the registration of a car should not be accepted without the Customs formalities being completed (unless the car is of domestic manufacture).

Our proposal was inspired by our conviction that it is absolutely essential that the existing documents should be simplified. A single document must be achieved for a motor vehicle in international traffic.

We think that, in the main, everyone is in agreement. But if so, all those interested must try to find the best solution.

We would draw attention, as we have done in our last note to the I.A.R.A.C., to the following facts :

An increasing number of countries are abandoning, in part at least, the present system, by opening their frontiers to touring motorists without insisting on the ordinary documents

and without the guarantee of a club ; these are the countries most interested in motoring tourists.

The automobile clubs of the Northern countries have recently expressed themselves in favour of the abolition of all Customs documents for traffic between their countries, and these clubs are going to apply to their respective Governments to have their wishes realised.

Norway has for thirty years freely admitted foreign motor vehicles without any guarantee, merely on declaration of re-exportation.

Two different committees of the League of Nations have declared themselves in favour of simplification.

We would also draw your attention to our remarks at the end of our last note to the I.A.R.A.C. : " That the proposal of the motor-vehicle passport is a stage on the way towards the final objective, that we wish to go further, and that the final objective should be that the mere fact that a vehicle is registered officially in one of the contracting countries will be sufficient for it to pass frontiers, no special document being necessary.

" This can be done by adding several sheets for the incoming and outgoing visas to the registration card, the latter being simplified and standardised for all countries in accordance with the proposal already discussed at the meeting of the I.A.R.A.C. States will come to an agreement for the free admission, without the guarantee of a club, of vehicles officially registered in the contracting countries ".

When we made our proposal for a motor-vehicle passport, we thought that it might perhaps be a little premature to suggest that Governments of Customs administrations should abandon the present system based on the guarantee of recognised clubs. We have tried to find the simplest system, retaining this guarantee until circumstances allow of the final objective being reached.

We are taking the liberty of sending our last note to the I.A.R.A.C. on this question as well as the documents mentioned to the League of Nations committees interested — not only to keep you informed, but also in the hope that the Permanent Committee on Road Traffic will communicate our suggestions to those Governments which are inclined to favour touring by motor vehicle in the first place, and international motor traffic in the second — inviting them to study the question of a single document (as simple as possible) for a motor vehicle in international traffic.

(Signed) A. RÖRHOLT.

II. *Letter addressed to the Secretary-General of the Royal Norwegian Automobile Club by the Secretary of the Permanent Committee on Road Traffic.*

Geneva, October 29th, 1936.

I have the honour to acknowledge the receipt of your letter of October 24th, in which you communicate to the Permanent Committee on Road Traffic information regarding the efforts made by your Club in collaboration with the Automobile Clubs and Associations of the other Northern countries which are members of the I.A.R.A.C., the I.T.A. and the I.F.M.C., with a view to the simplification of the documents required for motorists crossing frontiers. As you are aware, this question figures on the agenda of the Permanent Committee on Road Traffic, which will no doubt study with interest the work which you have already carried out in this connection, and bear it in mind when undertaking further studies.

(Signed) E. LEHMANN.

Appendix I.

September 30th, 1935.

INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE CLUBS : INTERNATIONAL COMMITTEE
ON ROAD TRAFFIC AND CUSTOMS QUESTIONS.

Meeting of October 12th, 1935.

SIMPLIFICATION OF CUSTOMS DOCUMENTS — MOTOR-VEHICLE PASSPORT
(R.A.C. OF NORWAY).

The automobile clubs of the Northern countries have often submitted to the meetings of the I.C.R.T.C.Q. questions and proposals for the simplification of Customs documents and all documents necessary for international traffic and the crossing of frontiers.

During the discussions on these questions : Standardisation of the permit and triptych — Single permit for the I.A.R.A.C. and the I.T.A. — Substitution of the corresponding national documents for the international driving licence and the international certificate — Reduction of the number of documents necessary, etc. : we have often had the impression that possibly the majority of Clubs are quite satisfied with the present state of affairs, and that the existing documents — Customs *carnet*, triptych, international permit and certificate, etc. — are considered to be satisfactory, not too complicated and well known to the Customs and the police. Far from simplifying them, there is rather a tendency to evolve new documents : fiscal permit, insurance card, etc.

We are, however, of the opinion that it is very important to simplify, unify and standardise the necessary documents by reducing their number.

Our aim is therefore to embody all the documents necessary for the motor vehicle in a single document.

Our reasons for reverting to this question are the following :

To begin with, we have noticed recently a tendency to abandon the present system, especially the triptych. Several States have created new documents, provisional admission cards, etc. ; by the creation of its "Laissez-passer", France has in mind the suppression of the triptych.

Tourists will prefer the most convenient documents and the easiest to use ; our system must therefore be simplified.

Further, we have seen that it is proposed to maintain the present position of the clubs by the conclusion of an international convention on the *carnet* and triptych regime, which will perpetuate the existing system.

However, if this system is not the simplest and the most convenient, it is very dangerous to fix it by an international convention containing an exact description of the existing documents. Any simplification or reform will then be very difficult to carry out.

We would recall the famous fiscal permit, which we proposed should be suppressed as soon as it had been fixed by international convention.

Only the simplest documents should be laid down in a convention. If more complicated documents are necessary, models of these documents should not be reproduced in the Convention.

We are of the opinion that it is time to review the present system.

* * *

At the meetings in Berlin last May, the delegate of the Royal Norwegian Automobile Club tried to define the main points of his task and that of all our clubs ; the principal aim, the fundamental basis of our collaboration should be to facilitate international traffic by all possible means, and to make the crossing of frontiers as easy as possible. It has never been the intention of the clubs from the beginning to create a privilege for themselves by supplying Customs documents, nor to derive an income from them.

It is the various countries which, by their laws and regulations, by the Customs and the police, have put obstacles in the way of free traffic over their frontiers, and our main task is to overcome all these obstacles. The object never has been, and should not be, to profit by them in order to obtain economic advantages.

Assuredly, the clubs wish to give every service possible, particularly to their members, but also to everybody else ; their activities must not, however, be so organised that they are dependent upon the income from the issuing of *carneys* and triptychs.

Every step towards the free movement of traffic and the free crossing of frontiers should be welcomed with enthusiasm.

We suppose that in the future, in perhaps ten or twenty years, the existing documents will be considered prehistoric and all the formalities which had to be gone through formerly to cross a frontier will be regarded as ridiculous.

Our point of view is that the documents supplied by our Clubs and our Association should always be in the van of progress, and always the simplest and the most convenient to use.

* * *

At the Berlin meeting of the I.C.R.T.C.Q., a simplified document prepared by the R.A.C. of Norway was proposed. We are submitting to you this document, to which we have given the name of "Motor-vehicle passport".

In preparing this document, we asked ourselves the following question : " If there were no international Customs documents at present in existence, what would be the simplest documents? " We have tried to embody in a single document the *carnet* and the triptych, the international certificate and the insurance card, if any.

We are also of opinion that the passport should be a Customs document for the I.A.R.A.C. and the I.T.A.

With regard to the Customs offices, we asked : " Is it necessary to give them all the work which they now have to do in connection with motor vehicles crossing frontiers? Must they detach from the triptych each time a vehicle crosses a frontier a slip giving full details of the vehicle? And must they return to the office of entry all the slips for outgoing cars, etc.?"

* * *

It will be seen at once that the motor-vehicle passport contains in its first part, as does the existing *carnet*, a detailed description of the vehicle, the same information regarding the guarantor associations and societies, the Club issuing it and the holder.

The use of the passport is based on the same principle : On crossing a frontier, the passport is vised by the Customs. The Office of entry of a country places its visa in the first blank space on the left. The Office for outgoing traffic places its visa in the same line, to the right, beside the entry visa. When this has been done, the passport is always finally discharged.

The simplification consists of the following : While the existing *carnet* has a number of detachable slips for entry and exit, each of which must be carefully numbered when the carnet is printed, each of which reproduces the detailed description of the vehicle, each of which must be filled up carefully, detached each time a Customs office is passed, kept by the office of entry and returned by the office of departure to the office of entry, every operation giving rise to possible mistakes, the passport merely has spaces for the entry and exit visas.

* * *

It will undoubtedly be said that the motor-vehicle passport does not ensure effective control, as the Customs office of entry will not have the detachable slip which makes it possible to identify the car. We think that at least double work is being done at present.

On the entry and exit of a vehicle, the Customs offices have the opportunity to effect all the verifications which they consider necessary to ensure that the vehicle is actually the one described in the passport. When this is done and the car passed, there will be no necessity for detachable slips with a detailed description of the vehicle.

They merely complicate matters, and it is enough if the series and number of the Customs heading and the registration letter and number are noted.

By organising uniform registration in all the Customs offices, by unifying and simplifying the system of this registration everywhere, a control much simpler and quite as effective as the existing control will be achieved.

Besides the Customs control, there is the police control and that of the guaranteeing clubs. A motor vehicle is an object which cannot be hidden in a suit-case. It must be registered by the competent authorities and must bear a registration number and nationality plate.

With the motor-vehicle passport, it would perhaps be necessary to prescribe that, in the ordinary way, a car cannot be registered unless it is proved that the Customs formalities have been completed, or else that the car is of domestic manufacture. The motor-vehicle passport must always accompany the car and be shown on demand to the competent authorities — the police, the Customs, etc.

The experience of past years has shown us that nearly all vehicles temporarily admitted into a country on Customs documents leave the country in conformity with the regulations. There is not one in a thousand which does not conform to the rules, and if someone does infringe them it is usually due to a mistake or ignorance of the regulations.

In order to prove that the present formalities are not necessary, we wish to show the members of the I.C.R.T.C.Q. a very simple Customs document which has been in use in Norway for more than twenty-five years in all the Customs offices on the frontier (see Sub-Appendix).

The Customs offices are authorised to allow any foreign car to enter on the mere declaration that it will leave the country again at a later date ; we enclose an exact copy, with English translation, of the document, which must be signed. The document, which is not printed but only typed, is supplied free, *without any other guarantee* being demanded than the signature of the owner or the driver. No description of the vehicle is given — only the make and the registration number. In this way thousands of motor vehicles have passed the frontier and the Norwegian Customs offices inform us that *only once* has a car imported by means of this document not been re-exported. This was an old Ford belonging to a tramp, who sold it to a Norwegian friend when the car would no longer go. The car was found and sold as scrap iron to cover the Customs duties.

In Norway, a foreign car may be admitted without any other document than the national driving licence and the national registration card. Tourists are preferred to complicated documents.

* * *

After writing the above report, we received the report from the Secretary-General of the I.A.R.A.C. regarding the draft convention on the *carnet* and triptych system.

We are very much interested to see from Articles 7 and 8 of the French Customs Administration's preliminary draft of an International Tourist Convention that the model document for temporary importation (triptych) is not fixed in the Convention, not the Customs *carnet* described in the text, but merely in an Annex to the Convention.

It will therefore not be difficult to adjust our proposal to a future Tourist Convention.

Sub-Appendix.

NORWEGIAN CUSTOMS DOCUMENT.

You will find below an exact copy of a Customs document in use in Norway for twenty-five years (in pursuance of Government circular of May 31st, 1906), utilised by all the Customs offices on the roads crossing the frontier.

The Customs allow all foreign motor vehicles to pass whose owners or drivers have signed the following declaration. The document has always been supplied free. It is not printed or numbered — simply typed, and the description of the car is not at all detailed.

It has only happened once in twenty-five years that a car imported under this document has not been re-exported in conformity with the declaration given by the owner or the driver.

The following is a translation of the document :

Made in duplicate :

The undersigned solemnly declares that the motor vehicle which he is this day bringing in for his person a use during his stay in Norway ; Make Registration No. with spare tyres and tubes..... (number)

will be re-exported on his return abroad, probably by the Customs Office at in the month of

Date 19....

Name
Residence

The car designated above was imported to-day in conformity with the above declaration without payment or deposit of Customs duty.

Customs stamp.

Date 19...

.....
Customs signature.

The car designated above was re-exported abroad this day.

Customs stamp.

Date 19...

.....
Customs signature.

A copy to be kept by the import Customs office. The other copy to be given to the party concerned to be handed over to the export Customs office, which finally sends it back to the import Customs office.

Appendix II.

INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE CLUBS : INTERNATIONAL COMMITTEE
ON ROAD TRAFFIC AND CUSTOMS QUESTIONS.

Meeting of October 10th, 1936.

MOTOR-VEHICLE PASSPORTS — RESULT OF THE ENQUIRY MADE
AMONG CUSTOMS ADMINISTRATIONS ON THIS PROPOSAL.

The proposal regarding " motor-vehicle passports " put before the I.C.R.T.C.Q. by the R.A.C. of Norway last October was submitted through the intermediary of the national automobile clubs to their respective Customs administrations.

By September 1st, 1936, the Secretariat of the I.A.R.A.C. had received replies from seventeen countries, which we reproduce below.

A perusal of these replies gives the impression that it would be premature, in the present state of affairs, to adopt a system such as that of the motor-vehicle passport.

The majority of the Customs Administrations put forward two main objections :

- (1) The lack of control over the re-export of cars ;
- (2) The necessity for the Customs office of entry to register the main features of the car imported, thus causing a longer stop at the Customs offices than with the Customs documents at present in use.

Replies from the Various Clubs.

Albania. — *Reply from the Club.*

The Customs Administration of our country, before whom the question has been put, thinks that its application would give rise to difficulties with regard to the subsequent control of cars temporarily imported into Albania under this passport.

We are, however, prepared to use our good offices with the Administration in question to obtain the recognition of this new document, through the intermediary of the National Tourist Office (shortly to be created), if the General Assembly of the I.A.R.A.C. adopts a recommendation to this effect.

Germany. — *Reply from the O.N.S.*

In the opinion of the O.N.S., the motor-vehicle passport proposed by the R.A.C. of Norway is not likely to take the place of the triptych, which has proved its worth. This is all the more improbable since, besides the individual triptych which is only valid for a certain country, there is also the Customs *carnet*, which has also stood the test of experience. The Customs *carnet* offers the same possibilities as the motor-vehicle passport under consideration, and possesses considerable advantages over the latter. These advantages, it is true, are more on the side of the Customs authority than of the motorist.

The motor-vehicle passport does not give the Customs office of entry any information regarding the vehicle in question. Further, as it is essential that the nationality marks of the vehicle should be noted, the Customs office of entry would be obliged to undertake work which usually falls to the Club (for the triptychs) or to the motorist (for the Customs *carneys*). The Customs office would have to note the nationality marks of the vehicle, which is not the case when a triptych or a Customs *carnet* is used, as the counterfoil containing the necessary information is retained. The principal point, however, is that the Customs office of entry would not be able to verify that the vehicle provisionally registered on presentation of the motor-vehicle passport had actually been re-exported within the time allowed. Only the closest collaboration between all the countries recognising the motor-vehicle passport would make this control possible.

These formalities would undoubtedly entail a longer stop at the frontier than the use of a triptych or a Customs *carnet*. This would be contrary to the aim which we are striving to reach — namely, to facilitate international motor traffic. These longer formalities would be particularly irksome during travelling seasons, week-ends, Sundays and holidays.

Further, the motor-vehicle passport offers no possibility for the Customs authorities of the various countries to establish irrefutably the responsibility of the guaranteeing Club. The German Customs Administration is even afraid that the foreign Club may possibly contest the entry of the vehicle in question into Germany under cover of the motor-vehicle passport supplied by it.

The German Customs Administration is of the opinion that the present state of affairs — *i.e.*, the triptych and Customs *carnet* system — should be maintained. The O.N.S., which would welcome with pleasure any new development facilitating international motor traffic, shares this opinion; the more so since the motor-vehicle passport, because of its insufficiencies (which M. Louwet, Chief Rédacteur of the French Customs, emphasised at the meeting of the I.C.R.T.C.Q.), would be likely to give rise to disputes.

United Kingdom. — *Reply from the Club.*

As desired, I submitted this proposal to the Board of Customs and Excise in London for their consideration, and while they, with us, are anxious to assist towards simplicity, they regret it is not possible for them to accept the suggestion from the Norwegian Club. In their reply to me they state:

“ as the proposal of the Royal Automobile Club of Norway for the creation of a motor-vehicle passport would apparently have the effect of throwing additional work upon the officers of this Department, it is for that reason, if for no other, not acceptable to the Commissioners. . . . ”

I feared they would express this view, and I venture to say that the suggestion submitted to you with my letter of November 20th, 1934, would meet the requirements of all authorities concerned — Customs, Licensing, etc. — and at the same time afford simplicity with efficiency, and a reduction in the documents to be carried by motor tourists.

Denmark. — *Reply from the Club.*

We have submitted the “ motor-vehicle passport ” to the Danish Customs authorities, who would not give any opinion on the subject; but we definitely had the impression that they did not intend to accept this document.

Egypt. — *Reply from the Club.*

Our Customs Administration has rejected the proposal of the R.A.C. of Norway for the reason that there would no longer be any control.

Further, our opinion on this subject is that, in trying to give tourists every possible facility, the practical side is being neglected, for it must not be forgotten that, apart from the tourist properly so called, there is the defrauder, and that any tendency to facilitate the crossing of frontiers by reducing control and formalities would encourage fraud.

We must therefore, to our regret, oppose the proposal of the R.A.C. of Norway.

Spain. — Reply from the Club.

The Spanish Customs Administration is quite unable to accept this proposal, being of the opinion that the motor-vehicle passport does not afford a sufficient guarantee or control.

Estonia. — Reply from the Club.

Our Club has decided not to express itself either for or against the introduction of this document, but to await the decision of the other Clubs, so that it may be in a better position to judge as to its usefulness.

We would ask you therefore to put us in your report under the heading of Clubs which desire to remain neutral for the moment.

Finland. — Reply from the Club.

Our Customs Administration is not in favour of the proposal of the R.A.C. of Norway. The grounds for its opinion are that, by attempting to attain simplification, the work of the Customs offices would be increased. Naturally, tourists would prefer documents which are easier to use, but this must not be done at the expense of the Customs for example, nor against their own interests; for when traffic is heavy, the vehicles would be held up. It is certainly desirable that Customs documents should be simplified; but this simplification should not be carried out in the way proposed by the R.A.C. of Norway.

France. — Reply from the Customs Administration.

The main feature of the motor-vehicle passport would be to suppress the system of noting and releasing the entry permit on the arrival and the departure of the vehicle. The passport would thus be used under conditions rather similar to the old identity card for bicycles. The control over the re-exportation of vehicles would depend solely on the good faith of those interested and the supervision exercised within the territory.

On the other hand, as you are aware, abuses detrimental to the Treasury have caused my Administration to replace the Customs cards for bicycles by a new model consisting of an entry slip and an exit slip, by means of which the departure of the machines can be controlled by the Customs.

There could therefore be no question of adopting for motor vehicles a measure which has just been abandoned for less valuable objects, such as bicycles.

In these circumstances, I regret that I am unable to consider the suggestion put forward by the Royal Norwegian Automobile Club.

Greece. — Reply from the Club.

The Customs Administration of our country could not accept under any circumstances any modification of the present international law regarding triptychs and Customs *carnets* and considers that the Customs office of entry at present allows the importation of a vehicle on condition that this vehicle is re-exported from Greek territory within the prescribed period. In order to ensure that this re-export takes place or that the Customs duties (if any) are paid, the Administration requires, not only the present guarantee from the national club, but also the official document showing the import and export.

The Greek Customs Administration does not question the good faith or the goodwill of the owner of the car entering under the triptych or *carnet* ; nevertheless, it cannot admit that this exportation should depend solely on the intention of the foreign motorist to leave the country.

Frankly, we are ourselves in complete agreement with the above, and our present experience proves that very often foreign motorists forget this period of eight months during which they may stay in the country, and it is only on being reminded by the Customs, or by us, that they conform to our laws.

We have a further objection which was raised, if I am not mistaken, by the representative of the French Administration, as follows: once the car is imported by means of the motor-vehicle passport, the Customs office would have no trace of it, except perhaps a list which does not require to be made out with the very simple system of *carnets* or triptychs.

Lithuania. — *Reply from the Club.*

The acceptance of the motor-vehicle passport :

- (1) Would place motorists in a privileged situation ;
- (2) Would not in any way simplify the work of the Customs offices ;
- (3) Would make it more difficult to ascertain if the car had been re-exported from the country or not ;
- (4) This work would require the collaboration of the police, which would cause needless difficulties and embarrassment to tourists.

For these reasons, we consider that the introduction of such passports would be premature.

Palestine. — *Reply from the Customs Administration.*

This Department does not favour any alteration in the present procedure by which cars are admitted under the *carnet* and triptych system.

Netherlands. — *Reply from the Club.*

Our Customs authorities have serious objections to the use of the motor-vehicle passport.

According to the proposal of the R.A.C. of Norway, it would only be necessary to enter up once the details of the car, and the Customs officials would sign and make a short annotation only on each arrival and departure. All this seems very simple, but actually this measure would relieve the Clubs and the motorists of work which would fall on the Customs Administration.

The idea that it would be sufficient to make a short annotation is incorrect. The Customs officials would have to note on entry the name of the Club supplying the document, the date and the number of the motor-vehicle passport, and all the details and the value of each car. This is essential if the passport is not signed for exit ; so that the details would be necessary in order to claim the entry duties.

Our Customs authorities could not accept this transfer of the work.

The consequences of this system would also be that tourists would have to wait at the Customs offices until all the details had been noted, and this would take a long time.

Further, this regulation would have the disadvantage that the holders could only cross the frontier (as is the case with *carnets*) where there are Customs offices and during the time these offices are open.

With triptychs valid for the Netherlands, it is sufficient if the entry and exit take place once during the validity of the document.

Roumania. — *Reply from the Club.*

It is obvious that the present system of the Customs *carnet* is rather complicated and that automobile clubs should make an effort to simplify as far as possible the formalities in connection with the crossing of frontiers.

However, under present economic conditions, Customs administrations surround themselves with all possible guarantees, and the initiative of any simplification which would reduce these guarantees would not appear to have their support.

The main objection to the motor-vehicle passport suggested by the R.A.C. of Norway is that the Customs office does not keep any document which would subsequently prove that the vehicle had passed through. It is true that the Customs official, after having visaed the motor-vehicle passport, should note in his register the entry or exit. But if he forgets to mention it, there will be many complaints later on, which will cause the Clubs a great many difficulties.

Further, the Customs official has to enter in his register the main features of the car : a loss of time which has not been taken into account. But the aim in view is to simplify formalities and not to complicate them.

Actually, under the Customs *carnet* system, the Customs official, after examining the car, detaches the corresponding slip, places his visa on the counterfoil of the *carnet*, and the motorist may continue his journey. If several cars are passing at the same time, the Customs official is not obliged to enter the various operations at the same time ; he need only detach the slips and do the clerical work later.

Finally, we consider that the Customs *carnet*, in its present form, satisfies the requirements of the Customs administrations and the interests of the motorists themselves.

Sweden. — *Reply from the Club.*

The R.A.C. of Sweden has communicated on this subject with the Swedish Customs authorities, who have sent copies of the Norwegian proposal to the Customs offices on the frontier where traffic is comparatively heavy. The Swedish Customs authorities have not

yet given any definite reply, but we have heard that the Customs offices on the frontier cannot support this proposal. The main reasons for this are the following :

1. The Customs authorities would not be able to exercise the necessary control over the re-exportation in due course of a motor vehicle temporarily imported into Sweden. This control is considered of such great importance that it must be maintained.

2. The notes to be taken on the importation of the vehicle into Sweden would be so considerable that the loss of the traveller's time would be still greater than is the case at present with the *carnet* system. The present system allows of the slip being detached with the necessary notes being made later on in the register. With the motor-vehicle passport, the official would have to make the necessary notes in the register immediately.

Czechoslovakia. — *Reply from the Club.*

The Czechoslovak administrations have no objection in principle to the adoption of this document. As the matter concerns several central administrations, we have not been able to obtain their definite opinion on a proposal which has not been accepted by neighbouring countries.

Our central authorities wish to study this question thoroughly; for they are afraid that a new document will be introduced which will have the same fate as the fiscal permit or the traffic documents provided for in the Paris Convention. This Convention was concluded about ten years ago, and the documents which it prescribes will be suppressed before being recognised by all States.

Yugoslavia. — *Reply from the Club.*

In principle, this proposal appears to us to be extremely interesting in that its aim is to simplify the crossing of frontiers for motoring tourists during their travels abroad.

We consider, however, that it would be premature to put the system of motor-vehicle passports into practice, in view of the Customs procedure and prescriptions at present in force in various countries.

The arguments which could be used against the introduction of the motor-vehicle passport would, in our opinion, be the following :

1. By the introduction of this new system, Customs offices would be deprived of the vouchers (slips to be detached from the existing Customs documents) which serve as a guarantee and control over the re-exportation of the motor vehicles within the time allowed.

This might facilitate abuses and infractions of the system of temporary importation by the illegal sale of cars, and by the fact that motorists ignorant of the regulations, might consider that they could sell their cars abroad.

It might even facilitate the despatch abroad of stolen vehicles.

2. In the event of the Customs authorities accepting the motor-vehicle passport and consequently agreeing to modify the Customs procedure by introducing a special registration system (issue of a receipt, or other system), we think that the Customs procedure at the frontier, instead of being simplified, would become more complicated motorists would suffer a considerably greater loss of time.

Furthermore, we suppose this would entail the introduction of fresh taxes and extra expense.

The system of Customs *carnets* is more convenient than the triptych system. However, a large number of our members prefer the triptych, as the visa formalities with the Customs *carnet*, requiring a receipt each time the frontier is crossed, cause a greater loss of time.

3. We think also that the proposal is unpractical, because the document supplied for the vehicle would at the same time be used as a driving licence. In this way, individuals who are not authorised to drive cars in their own country, or are even forbidden to drive, might do so abroad.

In the interests of safety on the roads, we consider it essential that drivers should carry all the documents required by the International Convention relating to Motor Traffic.

Appendix III.

INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE CLUBS : INTERNATIONAL COMMITTEE
ON ROAD TRAFFIC AND CUSTOMS QUESTIONS.

Meeting of October 10th, 1936.

MOTOR-VEHICLE PASSPORT. SIMPLIFICATION OF CUSTOMS DOCUMENTS.

Note from the Kongelig Norsk Automobilklub (Royal Norwegian Automobile Club).

We are in receipt of the Secretary-General's report¹ concerning our proposal of October 1935 with regard to motor-vehicle passports, communicating to us the result of the enquiry on this proposal carried out amongst Customs administrations.

We have studied this report carefully and with much interest and we have noted that the great majority of Customs administrations have declared (often in agreement with the Clubs) against the document we proposed.

The Secretary-General says that these replies give the impression that, in the present state of things, it would be premature to adopt such a system as that of the motor-vehicle passport.

Nevertheless, we should like to make a few remarks on the replies of the Customs administrations and the Clubs, and we would ask that our proposal of October 1935 (Appendix I) should be carefully re-read.

We fully realised that the proposal was a radical one, and we had expected much more serious objections. It is very difficult to change one's habits, and especially difficult for an official administration. We put forward our proposal in the belief that it was absolutely necessary to simplify and reduce the number of existing documents.

The chief objections to the motor-vehicle passport are the following :

- (1) Lack of control ;
- (2) Increased work for the Customs offices ; longer waits than with the existing documents.

Ad 1. *Lack of Control.*

It is alleged that, because of the control, the entry office would have to keep fairly detailed data about an imported vehicle — its chief characteristics, its value, the Club which issued the document, and so on. The detachable slips of a *carnet* or a triptych contain these data.

We do not agree, and we would ask you to be good enough to follow our argument.

Anyone who takes the trouble to make a thorough study of the control problem will soon reach the following conclusions :

Effective control can only be exercised at the time when the vehicle, with its Customs document, passes a Customs office (or another controlling authority). Only then can the authority make sure that the vehicle corresponds to its description in the document.

When the vehicle has passed, it is enough to keep one particular only : the registration number with the letter or letters indicating nationality.

It is a mistake to think that the detachable slip with the detailed characteristics can be used as a means of control. When the vehicle has passed the office, these details are no longer of any value.

In reality, even under the present system, no use is made of the detailed descriptions on the detachable slips.

When a vehicle is re-exported in the ordinary way and within the prescribed time (this is the case 999 times out of a 1,000), the vehicle can be controlled by means of its accompanying document. After control, there is no need to detach the exit slip, with all its details, and to send it back to the entry office. It is enough to inform the entry office (or a central office) that a vehicle from country X (nationality letter), No. N.N., has left the country.

The detachable slips are useless for the additional well-known reason that, from the time of issue of the document, all these slips bear exactly the same date. It is of no use to compare an entry slip with an exit slip, since they always contain the same details.

Nevertheless, the Clubs and the Customs administrations agree that these slips are indispensable. It might therefore be thought that they would be used at least when a vehicle is not re-exported, or when the re-exportation has not been noted at the entry office. But this is not the case. Our experience shows that the procedure is as follows :

- (a) The Customs office of entry refers to the Club of its country : " The vehicle imported under *carnet* No... has not been observed to go out. Kindly find the *carnet* for verification . . . "

¹ See Appendix II.

(b) The above Club refers to the Club that issued the document: "Customs office X requires the re-exportation, etc., Kindly send the *carnet*"

(c) The issuing Club must send the *carnet* or furnish proof that the vehicle in question has left the country. If not, it becomes liable under its guarantee.

It will be seen that in this case, too, no use is made of the detachable slips. The original document is asked for.

We are of the opinion that the motor-vehicle passport allows of adequate control. All foreign vehicles should always be accompanied by their passports, which provide the controlling authorities with all necessary indications. If the document is not in order, the vehicle is not allowed through the Customs and is forbidden to circulate. In cases of non-re-exportation, the issuing Club can give all details concerning the vehicle. With this document, nothing can happen which does not happen with the documents at present in use.

The provision mentioned in our 1935 proposal that a vehicle cannot be registered without proof that the Customs formalities have been completed or that the vehicle is of native manufacture will make the control more effective. In addition, this provision will be very useful in present circumstances.

Ad 2. *The Work of the Customs Offices.*

The Customs offices have one thing to note: the letter or letters indicating nationality and the registration number.

Note. — We take the liberty of drawing attention to an alteration in our proposal: the motor-vehicle passport should always bear the same number as the registration number of the vehicle. Its serial letter already corresponds with the nationality letter.

The letters and the number can be noted immediately. This can be done during the control or when the entry or exit stamp is being affixed.

The nationality letters and the registration numbers are noted later in an entry and exit list, a copy of which is sent for control at fixed intervals (every month or every fortnight) to a central office.

We are of the opinion that the work of the Customs offices would thus be appreciably simplified.

* * *

We have tried to obtain a single document for motor vehicles to replace the international certificate, the Customs document (*carnet*, triptych, etc.), the insurance card, etc.

The aim of our proposal was to induce the Clubs to make the necessary simplification.

If the motor-vehicle passport is not an ideal document, all the Clubs concerned should do their best to find one.

It is clear that the present system is about to be given up. Several countries have already opened their frontiers to motor tourist traffic without demanding international traffic documents and without a guarantee from the Clubs.

We take the liberty of drawing the attention of the I.C.R.T.C.Q. and the I.A.R.A.C. to the fact that the Clubs of the Northern countries, at a meeting in September 1936, advocated the abolition of all Customs documents as far as motor traffic between these four countries was concerned. The other international documents have already been abolished. It is possible to enter Norway without a Customs document via the Swedish frontier.

The urgent need of simplification is also referred to in the report of the Permanent Committee on Road Traffic (tenth session)¹ and the report of the Sub-Committee of Experts on Tourist Traffic of the Economic Committee.²

Although the Customs administrations and the Clubs do not consider it possible at present to adopt such a document as the motor-vehicle passport, we are of the opinion that a solution on these lines will ultimately be found. This is an important step in the right direction.

We are inclined to go further. In our opinion, a vehicle should, by the mere fact of being officially registered in one of the contracting countries, be able to cross frontiers without a special document.

This result may be obtained by adding some pages for entry and exit visas to the registration card, simplified and standardised for all countries according to the proposal already made. The Governments will agree to admit freely and without a guarantee from the Clubs all vehicles officially registered in the contracting countries.

Since the League of Nations wishes to be kept informed of all work and proposals tending to simplify Customs documents for motor traffic, we have sent our proposal of October 1935, together with the present note, to the Committees concerned.

¹ Document C.468.M.246.1935.VIII, page 5.

² Document C.458.M.240.1935.VIII, page 120.

ANNEX 8.

INSTRUMENTS ADOPTED BY THE EUROPEAN CONFERENCE
ON ROAD TRAFFIC, HELD AT GENEVA FROM MARCH 16TH TO 30TH, 1931.

C.C.T./C.R./116.

June 9th, 1937.

POSITION AS REGARDS SIGNATURES, RATIFICATIONS OR ACCESSIONS, AND INFORMATION
COMMUNICATED BY CERTAIN GOVERNMENTS REGARDING THEIR INTENTIONS TOWARDS
THESE INSTRUMENTS.¹

I. CONVENTION CONCERNING THE UNIFICATION OF ROAD SIGNALS.²

(Geneva, March 30th, 1931.)

In force.

<i>Ratifications or definitive accessions.</i>	<i>Signatures or accessions not yet perfected by ratification.</i>	<i>Observations.</i>
AUSTRIA (August 21st, 1936, <i>a</i>)	BELGIUM Subject to subsequent accession for the colonies and mandated territories.	The Belgian Government in- formed the Secretary-General by letter dated July 6th, 1933, that a Royal Decree had been issued putting into force the provisions of the Convention, pending rati- fication by the Government.
FRANCE (October 11th, 1934) Does not assume any obliga- tion in regard to Algeria, colo- nies, protectorates and man- dated territories.	CZECHOSLOVAKIA	By letter dated May 24th, 1933, the Czechoslovak Government in- formed the Secretary-General that discussions regarding the ratifica- tion of the Convention were pro- ceeding between the competent Ministries.
Algeria (July 22nd, 1935, <i>a</i>)	FREE CITY OF DANZIG (through the intermediary of Poland)	
HUNGARY (January 8th, 1937)	DENMARK	By letter dated June 1st, 1933, the Danish Government informed the Secretary-General that it would await the decision of the neigh- bouring countries concerning the ratification of the Convention.
ITALY (September 25th, 1933)	ESTONIA	By letter of April 29th, 1937, the Estonian Government informed the Secretary-General that, the Traffic Code of Estonia having been brought into line with the Convention, the technical work was being carried out with a view to Estonia's accession thereto.
LUXEMBURG (April 9th, 1936)	GERMANY	By letter dated July 5th, 1933, the German Government informed the Secretary-General that a deci- sion had not yet been taken by the competent German authorities regarding the ratification of the Convention. ³
MONACO (January 19th, 1932, <i>a</i>)	URUGUAY	By letter of April 13th, 1936, the Uruguayan Government in- formed the Secretary-General that the question of Uruguay's acces- sion was being studied by national commission.
THE NETHERLANDS (for the Kingdom in Eu- rope, Surinam and Curaçao) (January 16th, 1934)		
POLAND (April 5th, 1934)		
PORTUGAL (April 18th, 1932, <i>a</i>) Does not include the Portu- guese colonies.		
ROUMANIA (June 19th, 1935, <i>a</i>)		
SPAIN (July 18th, 1933)		
SWITZERLAND (October 19th, 1934)		
TURKEY (October 15th, 1936)		
UNION OF SOVIET SOCIALIST REPUBLICS (July 23rd, 1935, <i>a</i>)		

¹ The letter *a* immediately following a date indicates accession.

² This Convention came into force on July 16th, 1934, in accordance with its Article II.

³ By detailed regulations dated September 29th, 1934, for the execution of the Road Traffic Regulations, Germany has adopted a system of road signals the main features of which are in accordance with that of the 1931 Convention on the Unification of Road Signals.

*Ratifications
or definitive accessions.*

*Signatures or accessions
not yet perfected by ratification.*

Observations.

YUGOSLAVIA

By letter dated June 26th, 1935, the Yugoslav Government informed the Secretary-General that, all the work in connection with the application of the provisions of the Convention being finished and all the international signals having been placed on the public roads, the legislation and ratification would shortly take place.

AUSTRALIA.

The Australian Government, which may accede to the Convention, has made the following observation in a letter dated April 15th, 1937 :

“ This Convention deals with a matter that falls mainly within the jurisdiction of the State Governments. The danger signals in Australia generally conform with those prescribed in the Convention, except that the nature of the danger is indicated in words instead of by symbols. There are very few cases of international traffic in Australia, and until the principles embodied in the Convention can be fully adopted in Australia, it is not proposed to take any action in the way of accession to this Convention.”

NORWAY.

By letter dated June 8th, 1937, the Norwegian Government informed the Secretary-General that it regretted being unable to accede as yet to the Convention, in view of the economic consequences which the introduction of the system provided for in this Convention would entail in respect of roads which do not come within the province of the Central Norwegian Administration. Nevertheless, by circular letter dated November 20th, 1933, the local authorities have been asked to conform as far as possible to the provisions of the Convention, especially with regard to the erection of fresh signs and the renewal of those already in existence.

2. CONVENTION ON THE TAXATION OF FOREIGN MOTOR VEHICLES, WITH PROTOCOL-ANNEX.¹

(Geneva, March 30th, 1931.)

In force.

*Ratifications
or definitive accessions.*

*Signatures or accessions
not yet confirmed by ratification.*

Observations.

BELGIUM

(November 9th, 1932)

Subject to subsequent accession for the colonies and territories under mandate.

CZECHOSLOVAKIA

By letter dated May 24th, 1933, the Czechoslovak Government informed the Secretary-General that discussions concerning the ratification of the Convention were proceeding between the competent Ministries.

GREAT BRITAIN AND
NORTHERN IRELAND
(April 20th, 1932)

Does not include any colonies, protectorates or overseas territories or territories under suzerainty or mandate.

FREE CITY OF DANZIG
(through the intermediary
of Poland).

Southern Rhodesia
(August 6th, 1932 a)

NEWFOUNDLAND
(January 9th, 1933, a)

Ceylon

Cyprus

Gold Coast :

Colony

Ashanti

Northern Territories

Togoland under British
Mandate

Hong-Kong

Jamaica

Malta

Windward Islands :

Grenada

St. Lucia

St. Vincent

January 3rd, 1935, a

¹ This Convention entered into force on May 9th, 1933, in accordance with its Article 14.

*Ratifications
or definitive accessions.*

- Nigeria :
 Colony
 Protectorate
Cameroons under British Mandate
Sierra Leone :
 Colony and Protectorate
Palestine (excluding Trans-Jordan)
 (April 29th, 1936 *a*)
- } March 11th, 1936, *a*
- BULGARIA
 (March 5th, 1932, *a*)
- DENMARK
 (December 4th, 1931)
- FINLAND
 (May 23rd, 1934, *a*)
- IRISH FREE STATE
 (November 27th, 1933, *a*)
- ITALY
 (September 25th, 1933)
- LUXEMBURG
 (March 31st, 1933)
- NETHERLANDS (including the Netherlands Indies (Surinam and Curaçao)
 (January 16th, 1934)
- POLAND (June 15th, 1934)
- PORTUGAL
 (January 23rd, 1932)
 (Does not assume any obligation as regards its colonies)
- ROUMANIA
 (June 19th, 1935, *a*)
- SPAIN (June 3rd, 1933)
- SWEDEN
 (November 9th, 1933)
- SWITZERLAND
 (October 19th, 1934)
- TURKEY
 (September 25th, 1936)
- UNION OF SOVIET SOCIALIST
 REPUBLICS
 (July 23rd, 1935, *a*)
- YUGOSLAVIA
 (May 9th, 1933, *a*)

The following Governments of States which may accede to the Convention have communicated to the Secretary-General the following information as to their intentions regarding the Convention :

AUSTRALIA.

“ The taxation of foreign vehicles in Australia appears in the majority of the States to be along the lines of the provisions of the Convention. No decision has yet been reached in connection with the question of accession to this Convention.” (Letter dated April 15th, 1937.)

ESTONIA.

In a letter dated April 29th, 1937, the Estonian Government informed the Secretary-General that it considers it necessary to regulate these questions in agreement with Latvia and Lithuania, which have both considered that they were unable to accede to the Convention.

FRANCE.

In a letter dated June 8th, 1937, the French Government informed the Secretary-General that a draft law authorising the French Government to accede to the Convention was laid before the Chamber of Deputies on April 27th, 1937, and that this draft law had not yet been discussed.

MONACO.

In a letter dated January 9th, 1932, the Government of the Principality informed the Secretary-General that the Convention did not interest Monaco.

NORWAY.

By letter dated June 8th, 1937, the Norwegian Government informed the Secretary-General that the provisions of the Convention are less favourable to foreign motorists than the rules at present in force in Norway. The regime applied to Norwegian motor vehicles in a number of foreign countries is also more favourable than the rules contained in the Convention. For these reasons, the Norwegian Government is not in a position to accede to the Convention.

3. AGREEMENT BETWEEN CUSTOMS AUTHORITIES IN ORDER TO FACILITATE THE PROCEDURE
IN THE CASE OF UNDISCHARGED OR LOST TRIPTYCHS.¹

(Geneva, March 28th, 1931.)

In force.

<i>Definitive signatures.</i>	<i>Signatures ad referendum.</i>	<i>Observations.</i>
AUSTRIA (August 4th, 1931)	YUGOSLAVIA	By letter dated July 9th, 1934, the Yugoslav Government informed the Secretary-General that it did not propose to ratify this Agreement.
BELGIUM (March 28th, 1931)		
GREAT BRITAIN AND NORTHERN IRELAND (March 28th, 1931)		
IRISH FREE STATE (May 6th, 1931)		
BULGARIA (February 27th, 1932)		
CZECHOSLOVAKIA (June 28th, 1933)		
DENMARK (March 28th, 1931)		
FRANCE (April 15th, 1931)		
GERMANY (March 28th, 1931)		
GREECE (August 18th, 1931)		
HUNGARY (August, 14th, 1931)		
ITALY (May 27th, 1931)		
LUXEMBURG (March 28th, 1931)		
NETHERLANDS (June 11th, 1931)		
NORWAY (September 27th, 1932)		
POLAND (September 9th, 1932)		
PORTUGAL (August 26th, 1931)		
ROUMANIA (June 19th, 1935)		
SPAIN (July 8th, 1931)		
SWEDEN (February 12th, 1932)		
SWITZERLAND (March 28th, 1931)		
TURKEY (May 15th, 1932)		
UNION OF SOVIET SOCIALIST REPUBLICS (September 6th, 1935)		

The following Governments of States which may sign the Agreement have communicated to the Secretary-General the subjoined information regarding their intentions towards the Agreement :

ESTONIA.

In a letter dated April 29th, 1937, the Estonian Government informed the Secretary-General that it considers it necessary to regulate these questions in agreement with Latvia and Lithuania, which have both considered that they were unable to sign the Agreement.

MONACO.

In a letter dated January 9th, 1932, the Government of the Principality informed the Secretary-General that the Agreement did not interest Monaco.

¹ This Agreement entered into force on June 26th, 1931, on the ninetieth day after its signature on behalf of three Customs administrations (Article III).

ANNEX 9.

REVISION OF THE INTERNATIONAL CONVENTIONS OF APRIL 24TH, 1926,
RELATING TO MOTOR TRAFFIC AND TO ROAD TRAFFIC.

C.C.T./C.R./115.

June 9th, 1937.

EXTRACT FROM THE REPORT SUBMITTED BY THE SECOND COMMITTEE TO THE ASSEMBLY
(SEVENTEENTH SESSION) AND ADOPTED BY THE LATTER ON OCTOBER 10TH, 1936.

The Danish delegate expressed the hope that the Communications and Transit Organisation would manage to bring about greater uniformity in the rules governing road traffic and signals, and suggested that the Second Committee should recommend the Organisation actively to pursue its task of international codification in the sphere of road traffic and signals, and to see whether any useful purpose would be served by revising the existing Conventions and, if necessary, regrouping the provisions contained in them with a view to obtaining a more systematic whole.

The Second Committee supported that suggestion and the Assembly will no doubt wish to refer it to the Communications and Transit Organisation for examination.

ANNEX 10.

INSTRUMENTS ADOPTED AT THE INTERNATIONAL CONFERENCE RELATING
TO ROAD AND MOTOR TRAFFIC, PARIS, 1926.

C.C.T./C.R./118.

June 10th, 1937.

POSITION WITH REGARD TO RATIFICATIONS AND ACCESSIONS.¹

I. INTERNATIONAL CONVENTION RELATING TO MOTOR TRAFFIC.
(Signed at Paris, April 24th, 1926.)

Ratifications.

B	Belgium	Oct. 24th, 1929	N	Norway	Oct. 24th, 1929
G B	Great Britain and Northern Ire- land	»	P L	Poland	»
			P	Portugal	»
			R	Roumania	»
G B M	Isle of Man ..	»	—	Saar	»
B G	Bulgaria	»	S M	Siam	»
C	Cuba	»	E	Spain	»
E T	Egypt	»	U	Uruguay	»
E W	Estonia	»	S U	Union of Soviet Socialist Re- publics	»
S F	Finland	»		Yugoslavia	»
F	France and French Moroc- co, Tunis	»	Y	Brazil	Dec. 3rd, 1929
			B R	Germany	Dec. 13th, 1929
G R	Greece	»	D	Denmark	Febr. 12th, 1930
H	Hungary	»	D K	Austria	Sept. 2nd, 1930
S E	Irish Free State .	»	A	Czechoslovakia .	Sept. 18th, 1930
I	Italy	»	Č S	Lithuania	Oct. 20th, 1930
L R	Latvia	»	L T	Switzerland	Oct. 21st, 1930
L	Luxemburg	»	C H	Danzig	Jan. 10th, 1932
M C	Monaco	»	D A	Turkey	May 31st, 1934
N L	Netherlands	»	T R	Iran	April 18th, 1935
I N	Netherlands In- dies	»	I R	Peru	Nov. 5th, 1936
			P E		

¹ List based on communications made by the French Government to the Secretary-General of the League of Nations.

Accessions.

R C H	Chile	Oct. 24th, 1929	British Colonies, Protectorates and Mandated Territories (<i>cont.</i>):	
F	French Equatorial Africa ...	} Oct. 24th, 1929	J A Jamaica (including Turks and Caicos Islands and Cayman Islands).....	
F	French West Africa		W G Grenada	
T C	Cameroons		W L St. Lucia	
	French Coast of Somaliland ...		W V St. Vincent ..	
	French Settlements in Oceania ...		F Algeria	
	Guadeloupe		P A N Angola	
F	Guiana		R S M San Marino	
	French Settlements in India		C L Ceylon	
	Indo-China		F L Liechtenstein ..	
	Madagascar		S S Straits Settlements	
	Martinique	F M Federated Malay States:		
	New Caledonia...	Nagri Sembilan, Pahang, Perak, Selangor		
T T	Togoland	Oct. 24th, 1931	Unfederated Malay States:	
S	Sweden	Oct. 24th, 1929	J O Johore	
B I	British India (not including the Princes' territories placed under the suzerainty of His Britannic Majesty).....	Oct. 28th, 1929	K D Kedah	
M	Palestine	Dec. 4th, 1929	K L Kelantan ...	
G B Y	Malta	"	P S Perlis	
G B Z	Gibraltar	"	M O C Mozambique....	
I R Q	Iraq	"	M T Tangier	
V	Vatican City ...	Feb. 5th, 1930	Z A Un. of S. Africa	
S L	{ Syria	} May 26th, 1930	M E Spanish Morocco	
	{ Lebanon			A L Albania
C B	Belgian Congo .	Dec. 22nd, 1930	T U Trengganu	
S R	Southern Rhod.	Jan. 29th, 1931	B L Basutoland	
I	Italian Colonies and Possessions	Feb. 10th, 1931	B P Bechuanaland Protectorate .	
	British Colonies, Protectorates and Mandated Territories:		S D Swaziland	
	{ Kenya Colony and Protect. .	} Apr. 29th, 1931	S W A Territory under S. W. African Mandate	
	{ Uganda Colony and Protect. .		S M E Surinam (Netherlands Guiana)	
E A	{ Zanzibar Colony and Protect. .			C U Curaçao.....
	{ Nyasaland Colony and Protectorate			R A Argentine Republic
	{ Northern Rhod.			I S Iceland
C Y	Cyprus			W A N Nigeria (Colony and Protectorate) and Cameroons under Brit. Mandate
W A G	Gambia (Colony and Protect.)			W A L Sierra Leone (Colony and Protectorate)
	Gold Coast Col.:			B H British Honduras
	{ Ashanti			S Y Seychelles
	{ Northern Territories			S P Somaliland Protectorate
W A C	Togoland under British mandate ...		S N B North Borneo State	
H K	Hong-Kong		T D Trinidad and Tobago	
			M S Mauritius	

II. INTERNATIONAL CONVENTION RELATING TO ROAD TRAFFIC.
(Signed at Paris, April 24th, 1926.)

Ratifications.

Egypt	March 5th, 1927	Cuba	Sept. 4th, 1928
Spain	March 7th, 1927	Portugal	Jan. 24th, 1929
Morocco	April 15th, 1927	Luxemburg	April 10th, 1929
France.....	June 17th, 1927	Yugoslavia	April 12th, 1929
Tunis	July 28th, 1927	Hungary	May 17th, 1929
Monaco	March 8th, 1928	Roumania.....	May 25th, 1929
Saar	April 12th, 1928	Uruguay	Aug. 19th, 1929
Bulgaria	Aug. 28th, 1928	Poland	Sept. 30th, 1929

Accessions.

French Colonies :		Togoland	March 5th, 1927
Indo-China		Cameroons	March 10th, 1927
French West Africa		Chile	Oct. 18th, 1929
Madagascar		Vatican City	
French Equatorial		State	Febr. 7th, 1930
Africa		Syria and Leba-	
Guiana		non	May 26th, 1930
India	March 5th,	Austria	Sept. 1st, 1930
Martinique	1927	Algeria	May 2nd, 1931
Reunion		Angola	May 16th, 1931
Guadeloupe		San Marino	June 9th, 1931
New Caledonia.....		Iraq	Oct. 21st, 1931
French Somaliland.		Tangier	May 10th, 1932
French Settlements			
in Oceania			

ANNEX 11.

NEW PROGRAMME OF CLAIMS PUT FORWARD BY MOTOR DRIVERS
COMMUNICATED BY THE INTERNATIONAL TRANSPORT WORKERS'
FEDERATION.

C.C.T./C.R./120.
June 15th, 1937.

LETTER, DATED NOVEMBER 26TH, 1936, FROM THE INTERNATIONAL TRANSPORT WORKERS'
FEDERATION (I.T.W.F.) TO THE SECRETARY-GENERAL OF THE ADVISORY AND TECHNICAL
COMMITTEE FOR COMMUNICATIONS AND TRANSIT.

We have the privilege of communicating to you herewith for your information the text of the new programme of claims put forward by our Motor Drivers' Section, which has been put into final form by the International Motor Drivers' Conference held at Antwerp on November 18th and 19th last and which is to replace the previous programme sent to you.¹

We appeal for your co-operation in giving effect to these points on this programme which come within your competence

Note by the Secretariat.

This new programme of claims put forward by the I.T.W.F. deals with most of the questions which have previously arisen and also includes some new questions. The difference between the competence of the International Labour Office and of the Advisory and Technical Committee indicated below is based on that established by the Committee when the first programme of claims was examined.

¹ See document C.384.M.192.1933.VIII, pages 29 and 30.

International programme of claims
put forward by motor drivers.

Remarks.

A. *Driving licence, occupational training and conditions imposed on candidates.*

1 (former 6). A licence to drive mechanically propelled vehicles shall not be granted to persons under 18 years of age. For the professional use of such a licence, the minimum age limit shall be 21 years.

Under the corresponding heading of the former programme of claims, the minimum age was 21 years for drivers of all categories of mechanically propelled vehicles. The Committee took note of this question with a view to further consideration and considered that it could only be settled by a revision of the 1926 Convention on Motor Traffic. In the new programme, the minimum age corresponds to that specified in Article 6 of the said Convention.

2 (former 5). Candidates wishing to obtain a licence to drive a mechanically propelled vehicle shall undergo a sight and hearing test, together with general medical examination. No licence shall be issued to any candidate suffering from any disease or physical defect likely to make a motor vehicle driven by him a source of danger to the public.

As a result of a new enquiry on this subject addressed to various Governments, it was ascertained that out of the fifty countries which replied, thirty demand a medical examination, renewable or otherwise, for all categories of drivers; and six countries for certain categories of drivers only. Mr. Taylor, who represented the International Transport Workers' Federation at the ninth session of the Permanent Committee on Road Traffic, said that the Federation did not insist that the Committee should take any further steps on the subject of the physical fitness of motor drivers. If, however, it was proposed to make professional drivers undergo periodical medical examinations, the Federation would ask for steps to be taken to prevent drivers who have already passed a first examination and have been exercising their profession for some time from being improperly deprived of their means of livelihood. The Committee considered that there seemed to be no reason for recommending the general adoption of a special system of verifying the physical fitness of candidates for a driving licence.

3 (former 13). The driving licences shall mention the category or categories of vehicle for which they are valid.

In this connection, the Committee considered that there was no need to change the principles of the 1926 Convention.

4 (former 11, 8 and 12). All candidates wishing to obtain a driving licence shall undergo a theoretical and practical test, having first produced a certificate confirming that they have successfully passed through a motor-driving school.

The Committee considered this question to be of great importance for the safety of the roads from the national and the international point of view. There is a connection between this question and Article 6 of the 1926 International Convention on Motor Traffic which stipulates that the driver of a motor vehicle shall have such qualities as provide an adequate guarantee of public safety. A further examination of the question of the test could perhaps be made when the 1926 Convention comes to be revised.

All driving schools shall be officially authorised and come under the control of the public authorities. A representative of the motor drivers' trade union shall have the right to sit on the examining board called upon to decide on the issue of driving licences.

The Permanent Committee on Road Traffic considered at its eighth session that this question might be left for the present to the national legislations of the different countries.

5 (former 14). The withdrawal of a driving licence may only be decided upon on the advice of a commission including representatives of the professional drivers' trade union, or, alternatively, the authority empowered to withdraw the driving licence shall first consult the representatives of the professional organisations.

At its ninth session, the Permanent Committee on Road Traffic observed that the enquiry made by the Secretariat (document C.C.T./C.R./93) showed that the judicial and administrative organisation of the different countries afforded motor drivers sufficient guarantees in the matter of the withdrawal of their licences and of appeals against such withdrawal.

**International programme of claims
put forward by motor drivers.**

Remarks.

6 (former 7). Internationally, uniform regulations for professional training and the minimum demands as regards the medical, theoretical and practical examination of candidates as drivers shall be adopted.

The Committee considered that this question should be left to national legislations.

B. Labour conditions.

1. Normal working-hours (in conformity with the general demand of the labour movement) shall not exceed forty a week. Normal working-hours on any one day shall not exceed eight, with a maximum spreadover of ten hours. Time on call shall be counted as working-time. At least twelve hours' uninterrupted rest shall be given between two days' work.

2. Adequate breaks shall be given in the period of duty.

3. The weekly period of rest shall be uninterrupted, and shall average at least thirty-six hours a week in a cycle of two weeks.

4. Overtime shall only be worked in cases of emergency, and shall be paid for at enhanced rates or compensated by double time off.

5. All motor drivers shall have an annual holiday of not less than twelve working days, with pay.

6. Full wages shall be paid in case of enforced absence from work owing to illness, official formalities, etc.

7. Conditions of engagement and dismissal shall be clearly defined by collective agreement, joint committees, legislation or terms of concessions (cahier des charges).

8. Motor drivers shall be paid at normal fixed rates of wages, subject to a guaranteed minimum, so that they may be independent of tips. All system of payment by a share in the takings, or on a job, trip or mileage basis, shall be abolished.

9. Living-in shall not be obligatory for motor drivers.

10. When motor drivers are required to sleep away from home, employers shall pay a fixed allowance for expenses, the amount of which shall be determined by collective agreement, joint committee or special agreement with the trade union.

11. Heavy motor-lorries, motor-buses or motor-coaches engaged in long-distance traffic, and all motor-lorries by night, shall be manned by at least two drivers.

(Questions coming within the competence of the International Labour Office.)

International programme of claims
put forward by motor drivers.

Remarks.

12. Long-distance road transport by night shall be reduced to the absolute minimum.

13. Working-hours for motor drivers travelling in foreign countries shall be fixed by international convention.

(Questions coming within the competence of the International Labour Office.)

C. *Vehicles, garages, etc.*

1 (former 29). Drivers' seats on motor vehicles shall be protected against wind and weather and gases from the exhaust; they shall be padded; and there shall be suitable heating and efficient ventilation without draughts.

The Permanent Committee on Road Traffic considered that this question might be left to national legislations.

2. Motor vehicles shall be fitted with a device for removing snow and ice from the front windows in winter. The window and especially the wind-screen shall be made of safety glass.

(A new question.)

3. Drivers shall be forbidden to use vehicles for resting or sleeping.

A new question which seems to be outside the terms of reference of the Permanent Committee on Road Traffic.

4. Regulations shall be introduced for the building of garages and the construction of vehicles so as to avoid any danger of poisoning by carbonic-acid gas. A competent official service shall ensure that these regulations are carried out.

A new question which seems to be outside the terms of reference of the Permanent Committee on Road Traffic, since garages are private establishments which have nothing to do with the roads.

5 (former 30). All vehicles shall undergo periodical official inspection, chiefly with regard to steering gear, brakes, tyres and chassis.

At its eighth session, the Committee, without wishing to recommend an inspection, periodical or otherwise, of all categories of vehicle, considered that such an inspection was desirable at suitable intervals for vehicles fitted out for public transport. On the other hand, the International Labour Office was of the opinion that a periodical inspection (every two years) should be provided for, not only for vehicles fitted out for public transport, but also for all motor lorries of a load exceeding 1,000 kg. or provided with a trailer.

6. The overloading of vehicles with passengers or goods shall be prohibited by appropriate regulations.

(A new question.)

D. *Roads, etc.*

1. Bends in roads should be adequately banked up and provided with signals.

(A new question.)

2. All principal thoroughfares shall be adequately lit and indicated by a system of numbers or letters visible in the dark.

(A new question.)

3 (former 26). Level-crossings shall be abolished; meanwhile, every safety measure should be taken, especially the provision of efficient signalling.

The Committee had, in 1927, already adopted a recommendation in favour of the standardisation of the direction of traffic on the continent of Europe. Moreover, a plan for the equipment of level-crossings with signals has been drawn up by the Transit Organisation and submitted to the Governments, which have been requested to state whether they would be willing to conclude a Convention on the proposed lines. The results of the enquiry will be communicated to the Committee for Communications and Transit at its next session.

International programme of claims put forward by motor drivers.	Remarks.
4. Underground or raised passages for the use of pedestrians, and if necessary of cyclists, shall be constructed as far as possible at all cross-roads where there is dense traffic.	(A new question.)
5. Special tracks for cyclists shall be constructed as far as possible.	A new question connected with that of obliging cyclists to use these cycling tracks in order to leave the highways clear.
<i>E. Miscellaneous.</i>	
1. Motor drivers must not be excluded from the advantages of any general social legislation.	(Questions coming within the province of the International Labour Office.)
2. In consideration of the nature of their work, special arrangements shall be made in respect of the old-age pensions of all professional motor drivers.	
3 (former 3). All owners of motor vehicles shall be obliged to take out an all-in insurance policy against damage caused to them or to a third party either by the vehicle or by the driver while the vehicle is being driven or while goods are being loaded or unloaded.	According to the classification established by the Committee for Transit, only the insurance of the vehicle comes within the competence of the Transit Organisation. The Permanent Committee on Road Traffic considered that this question might be left to national legislations. This question would seem to be connected with the studies on which the International Institute at Rome is engaged for unifying civil law as regards the compulsory insurance of motorists.
4 (former 17). Advisory Committees on Transport, on which professional drivers' trade unions shall be suitably represented, shall be set up in all countries.	The Permanent Committee on Road Traffic considered that this question might be left to national legislations.
5 (former 18). The Governments of all countries shall regularly publish complete statistics on road accidents and their causes, making a distinction between those in which motor vehicles, tramcars and other vehicles are implicated.	The special temporary Committee set up for this purpose concluded its work at a session held in Geneva from May 3rd to 6th, 1937. Its report is contained in document C.276.M.179.1937.VIII.

ANNEX 12.

NEW PROGRAMME OF CLAIMS OF MOTOR DRIVERS.

C.C.T./C.R./119.

June 15th, 1937.

LETTER, DATED FEBRUARY 17TH, 1937, FROM THE INTERNATIONAL FEDERATION OF CHRISTIAN FACTORY AND TRANSPORT WORKERS' SYNDICATES TO THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS.

I have the honour to communicate to you herewith the text of a resolution (appendix) adopted by the Technical Group of professional motor drivers of the International Federation of Christian Factory and Transport Workers' Syndicates at an international meeting held at Strasbourg on January 20th last.

The Executive Bureau of the International Federation, after approving this resolution, has asked me to convey it to you and to add its thanks to those of our Technical Group of motor drivers, and states that it is entirely at your disposal if you should, sooner or later, desire to enlist its co-operation in the matters referred to in this resolution or in regard to any other matter.

Appendix.

EXTRACT FROM A RESOLUTION ADOPTED BY THE TECHNICAL GROUP OF PROFESSIONAL MOTOR DRIVERS OF THE INTERNATIONAL FEDERATION OF CHRISTIAN FACTORY AND TRANSPORT WORKERS' SYNDICATES AT A MEETING HELD AT STRASBOURG FROM JANUARY 15TH TO JANUARY 20TH, 1937.

The Technical Group of motor drivers of the International Federation of Christian Transport Workers' Syndicates held an International Conference at Strasbourg on January 15th to 20th, 1937, under the chairmanship of M. Strijbis (Netherlands), to discuss the problem of the international regulation of labour conditions in road transport.

.....

The Conference observes from the reports of the representatives of the various countries that part 2 of its demands, chiefly as regards the international regulation of road traffic, has, to a great extent, been settled, following on the work of the League of Nations Committee on Communications and Transit. It asks the Bureau of the International Federation to express the gratitude of the motor drivers organised into Christian Syndicates to the Secretary-General of the League of Nations and to request him to be good enough to take into account, if or when the international agreements at present in force are revised, the desiderata of the 1926 Conference that have not yet been fulfilled and, on the occasion of any new meetings of the International Conference on Road Traffic, to call upon the co-operation of the motor drivers' representatives, who will not fail to hold themselves at his disposal.

ANNEX 13.

SAFETY GLASS AND WIND-SCREEN WIPERS.

C.C.T./C.R./126.

July 5th, 1937.

EXTRACT FROM THE MOTOR VEHICLES (CONSTRUCTION AND USE) REGULATIONS, DATED MARCH 24TH, 1937, MADE BY THE MINISTER OF TRANSPORT OF THE UNITED KINGDOM.

Safety Glass.

16. The glass of wind-screens and windows facing to the front on the outside of any motor vehicle, except glass fitted to the upper deck of a double decked vehicle, shall be safety glass.

For the purposes of this Regulation, any wind-screen or window at the front of the vehicle the inner surface of which is at an angle exceeding 30 degrees to the longitudinal axis of the vehicle shall be deemed to face to the front.

Wind-screen Wipers.

17. As from October 1st, 1937, an efficient automatic wind-screen wiper shall be fitted to every vehicle which is so constructed that the driver cannot, by opening the wind-screen or otherwise, obtain an adequate view to the front of the vehicle without looking through the wind-screen.

ANNEX 14.

STATEMENT BY THE REPRESENTATIVE OF THE INTERNATIONAL LABOUR OFFICE ON THE MEASURES TAKEN BY THE OFFICE IN REGARD TO THE QUESTIONS COMING WITHIN ITS COMPETENCE.

M. VIALA made the following statement: Item E.1 contains a claim which is in conformity with the principles of the International Labour Organisation, whose protection extends to all classes of workers. The Social Insurance Section of the International Labour Office is dealing with Item E.2.

Items B.1 to 13 relate to labour conditions as a whole. The more important of these claims concern annual holidays with pay, the weekly rest and hours of work.

In the first place, the Transport Workers' Federation asks for annual holidays with pay of at least twelve working days. In 1936, the International Labour Conference adopted a Convention concerning annual holidays with pay of at least six working days. Satisfaction has thus to some extent been given to the Federation, professional wage-earning motor drivers being covered by this Convention.

A second claim concerns the weekly rest. The motor drivers claim an unbroken period of thirty-six hours on an average, to be reckoned over a period of two weeks. The 1921 International Convention on the Weekly Rest in Industrial Undertakings provides for an unbroken rest period of twenty-four hours per week.

Thirdly, there is the question of hours of work. The 1919 and 1930 Conventions on Hours of Work apply to wage-earning drivers of motor vehicles. But these international regulations, which are applicable generally to industry and trade, did not give complete satisfaction to those concerned, as they are inevitably difficult to adapt to their special labour conditions and do not cover the weekly rest. The 1928 International Labour Conference adopted a resolution instructing the Bureau to investigate this matter with special reference to the risks attaching to work in this profession from the point of view of safety. The Bureau published a preliminary study in 1935 on the hours of work and rest period of drivers of motor vehicles. It was on the point of publishing a more comprehensive study when, in October 1935, the representative of the Italian Government asked that the Bureau be instructed to investigate the conditions of employment, work and social insurance of wage earners in road transport undertakings with a view to international regulation. The Governing Body dealt with this resolution in April 1936 and instructed the Bureau to study the question of hours of work and the prevention of accidents. In November 1936, the Governing Body devoted special attention to the question of hours of work, and decided provisionally to place this question and the question of rest periods in road transport work on the agenda of the 1938 Conference.

This provisional decision was made final in February 1937.

Regulation is considered from a twofold point of view — the social point of view (limitation of hours of work and fixing of a suitable weekly period of rest); safety (regulations as regards the rest period — that is to say, not only the weekly rest but also the daily rest and rest pauses). It should be noted that the question of the regulation of labour and rest periods has made very rapid progress in various countries. Many new national laws have been promulgated and the time seems to have come to attempt to co-ordinate these national regulations by means of international regulations. The 1938 Conference will deal with the question from that standpoint.

ANNEX 15.

NOTE ON THE QUESTION OF COMMERCIAL MOTOR TRANSPORT.

C.C.T./C.R./124.

June 21st, 1937.

I. WORK DONE BY THE INTERNATIONAL CHAMBER OF COMMERCE.

The Road Transport Committee of the International Chamber of Commerce met at Paris on October 9th, 1936. It examined a report by M. Jean Guillelmon, Rapporteur, on Barriers to International Commercial Motor Transport and the International Regime of Transport. In this report, an account was given of the work of the European Conference on Road Traffic and the Permanent Committee on Road Traffic and also of the bilateral agreements concluded in this connection. The Rapporteur was gratified to note the change in the Transit Organisation's attitude.¹

The Rapporteur considered that the time had now come for the international organisations concerned, working in close collaboration, to lay down the basic principles of the International Convention and to decide upon the steps to be taken with a view to the framing of the Convention and its adoption in the near future.

The Committee approved the conclusions of the report and adopted the following resolution:

RESOLUTION ADOPTED BY THE ROAD TRANSPORT COMMITTEE ON OCTOBER 9TH, 1936.

Barriers to international commercial motor transport.

“ The International Chamber of Commerce considers :

“ I. That the principle of the *unrestricted circulation* both of commercial motor vehicles used for private transport, and particularly for industrial transport, and of motor vehicles used for public transport should be recognised in an international convention. The proposed convention should determine the regime of transport of goods, as well as of transport of passengers.

¹ He refers to the resolution adopted by the Permanent Committee on Road Traffic at its ninth session, in which the latter instructed the Secretariat to obtain particulars of the bilateral agreements concluded on the matter and stated that it would follow the subsequent development of the question (document C.276.M.143. 1935.VIII).

“ II. That, as this convention is intended to facilitate international commercial transport, it should be framed in as liberal a spirit as possible. The principles to be embodied in this convention should accordingly comprise :

“ (a) As regards the *Customs regime*, the adoption of the system proposed in Article 4 of the draft Convention on International Commercial Motor Transport, studied at Geneva (1931), with the proviso that Customs documents — other than the international documents already approved (triptych, Customs pass) — issued by national organisations should not be recognised, as they are likely to lead to serious complications.

“ (b) As regards the *fiscal regime*, the adoption of the system recommended in Article 7 of the above-mentioned draft Convention.

“ Greater facilities might possibly be provided for in the case of frontier transport, particularly certain kinds of transport, in accordance with the provisions adopted in the Convention between the Economic Union of Belgium and Luxemburg and France regarding motor traffic in the frontier zones of these countries (July 1935).

“ (c) As regards the *administrative regime*, the application of the principle laid down in Article 3 of the Geneva draft Convention whereby each of the contracting parties undertakes not to discriminate between undertakings on the ground that the vehicles are registered in its own territory or in foreign territory.

“ The reciprocity clause should be rejected whenever it might be likely to check the movement towards unrestricted traffic by enabling countries which at present allow certain classes of vehicles to enter their territory freely to subject such vehicles to the conditions of authorisation or concession stipulated in their country of origin.

“ III. That the *triptych system* should be made general and should be extended to commercial transport as soon as possible, without waiting for the adoption of a Convention on International Commercial Motor Transport.

“ It should be recognised, however, that, even if it is organised on practical lines, this system might prove ineffective if the circulation of vehicles on either side of the frontier continues to be impeded by administrative barriers and protective measures designed to prevent any possible competition.

“ IV. That the national regulations governing the *technical conditions* (of a material nature) for the admission of vehicles should also be standardised, subject to the right to insert special provisions in cases where these are justified by the nature or width of certain classes of roads. This standardisation might be effected by agreements between Governments, restricted if necessary to this matter.”

II. NOTES ON BILATERAL AGREEMENTS REGARDING COMMERCIAL MOTOR TRANSPORT.

Not many agreements have been concluded on this matter and most of them are somewhat limited in scope. The three following agreements deal exclusively or mainly with questions of taxation :

Agreement between Switzerland and Austria regarding the taxation of motor vehicles ;

Agreement of July 15th, 1928, between Germany and Switzerland, designed to remove the difficulties resulting from the taxation and circulation of motor vehicles ;

Agreement of August 30th, 1935, between Switzerland and Belgium, concerning the taxation of motor vehicles ;

In virtue of Article 35, this last-named agreement applies solely to transport by motor coach.

The scope of the two following agreements is rather more general :

Agreement of December 19th, 1930, between Switzerland and Italy, concerning the circulation between the two countries of motor vehicles used for public passenger transport in the territory of the neighbouring country ;

Convention of July 16th, 1935, between the Economic Union of Belgium and Luxemburg and France, regarding motor traffic in the frontier zones of these countries.

Agreement of December 19th, 1930, between Switzerland and Italy.

Article 1.

The first article of the Agreement between Italy and Switzerland stipulates that, except as otherwise provided in the Convention and without prejudice to the provisions of international agreements to which the two Contracting Parties have acceded, all motor vehicles, as regards their use, their driver, their occupants and the goods carried, shall be subject to the legislation and jurisdiction of the State in whose territory they happen to be.

Article 2.

“ 1. The Contracting Parties agree not to levy any charges or taxes on vehicles or Customs duties in respect of the temporary stay in their respective territories of motor vehicles registered in the other country where the owner is domiciled or established.

“ Similarly, they will refrain from levying any Customs duty on the petrol and oil in the tanks of such vehicles when they cross the frontier, unless this privilege is abused.

“ 2. For the purposes of the present Convention, the term ‘temporary stay’ shall be understood to mean, as regards the stay of Swiss vehicles in Italy, a stay of more than ninety days in the year in the territory of the other State. The ninety days and the year shall start from the date of the first entry. In Switzerland, Italian vehicles shall not be liable to any charge or tax until they have remained there for more than ninety consecutive days.

“ As regards motor lorries, only vehicles registered in certain Italian provinces or in certain Swiss cantons shall be exempted from taxation.

“ 3. The following shall be reserved :

(a) Concession fees ;

(b) Customs statistical fees ;

(c) Customs duties in the case of vehicles crossing the frontier for the purpose of conveying goods into the interior of the neighbouring country or which, after having been admitted with a temporary Customs clearance, effect transports abroad and subsequently return with the same load to the country into which they had been temporarily admitted.

“ 4. No higher taxes or duties may be levied than those to which vehicles registered in the country are liable.

“ 5.”

Article 3.

“ In the case of a public passenger transport service operating in the territory of another country into which it is not then or at any future time admitted without a special concession, each of the two Contracting Parties shall be free to grant or refuse such concession.

“ If the concession is granted, no further technical examination of the vehicles for which a circulation permit in due form has already been issued in the other country, and no further testing of drivers who already possess a licence to drive in that other country, shall be required.

“ No higher charge shall be made for the concession than that levied under the same conditions on the nationals of the country.

“ Each of the Contracting Parties reserves the right to require the owner of a public passenger transport service which uses its territory to deposit a security and to select a court of law in his own territory, and also to take out a civil liability insurance policy with one of the insurance companies authorised in the country to which the said owner belongs.

“ The insurance policies must specify that the risk is likewise covered in the territory of the other country according to the regulations in force therein.

“ Public passenger transport services for which one of the Contracting States assumes responsibility shall be exempt from the foregoing obligation. This State shall, however, select in the other country a domicile where the persons concerned may sue for damages arising out of the operation of the public service therein.

“ In the case of services which, in order to connect with the services in the neighbouring country, are obliged to enter the latter’s territory, the Contracting Parties undertake to facilitate the granting of concessions for such purpose in so far as may be necessary, and provided the obligations resulting from Article 3, paragraphs 3 and 4, have been complied with.

“ Special arrangements for the postal service shall be reserved.”

*The Convention of 1935 between the Economic Union of Belgium and Luxemburg and France regarding motor traffic in the frontier zones of these countries applies solely to traffic within a zone extending for 10 km. beyond the frontier.*¹

Customs regime. — The Convention provides that vehicles “used permanently, temporarily or occasionally for public passengers’ transport or public goods’ transport” shall be temporarily admitted duty-free on the conditions specified in the Convention. The following are also temporarily admitted duty-free if covered by a Customs document valid for six months: “(a) Vehicles plying for hire, taxi-cabs and vehicles carrying private consignments of goods”; “(b) Vehicles used for the carriage of passengers by any manufacturer, trader, agriculturist, or private person on his own account, on condition that the vehicles thus used do not carry, in addition to the driver, any but persons in the service of the owner”.

As regards the *fiscal regime*, under Article 8, vehicles are liable to various taxes and charges applicable in the country which they are allowed to enter.

With reference to the *administrative regime*, transport undertaking must previously obtain a permit from the competent authority in the territory in which they desire to operate. Vehicles plying for hire, taxi-cabs, vehicles carrying private consignments of goods and vehicles used for the carriage of passengers by any manufacturer, trader, agriculturist or private person on his own account do not require this permit. The Convention also specifies that measures of co-ordination adopted in France will likewise apply to Belgian undertakings operating in French territory.

Article 8 of the Convention forbids *internal trade* by prohibiting the carriage of passengers or goods between any two points situated in the same territory.

As regards the carriage of goods *outside the frontier zones*, only vehicles used for private transport, by way of exception, or for private transport by producers for their own business requirements, may be temporarily admitted duty-free. Temporary admission may also be granted in the case of vehicles belonging to an undertaking for the public transport of goods which holds a permit to convey goods in the foreign territory.

ANNEX 16.

COMPULSORY INSURANCE OF MOTORISTS AGAINST PAYMENT OF DAMAGES TO THIRD PARTIES.

C.C.T./C.R./122.

June 18th, 1937.

SYSTEM APPLIED TO FOREIGN MOTORISTS TRAVELLING IN COUNTRIES WHERE INSURANCE IS COMPULSORY.

Note by the Secretariat.

Introduction.

The following information has either been supplied direct by Governments or other authorities of European countries that have introduced compulsory insurance or has been taken from the documentary material collected by the Rome International Institute for the Unification of Private Law (compulsory insurance, preliminary survey, Rome, February 1936), or by the International Touring Association (*Year-Book*, 1937) and the International Association of Recognised Automobile Clubs (*Tourists' Handbook*, tenth edition).

The following countries have introduced the compulsory insurance of motorists against payment of damages to third parties: Austria, United Kingdom, Denmark, Finland, Irish Free State, Luxemburg, Norway, Sweden, Switzerland. In Czechoslovakia, insurance is not compulsory, but motorists are required either to take out a policy or to deposit a security to enable the victims of accidents to be compensated (see page 62).

A large number of draft laws concerning compulsory insurance are under consideration, including the Bill submitted to the French Senate on February 15th, 1934, and referred to the Civil and Penal Legislation Commission for examination and to the Public Works Commission for its opinion.

¹ For this Convention, the Secretariat has used the analysis made by M. Guillelmon in the report mentioned above.

System applied to foreign motorists.

The various national laws may be reduced to two types :

(1) Those which purely and simply exempt foreign motorists from the obligation to take out an insurance policy, thus treating them more favourably than national motorists.

(2) Those which require foreign motorists to furnish the same guarantees as national motorists¹ by making it compulsory for them to take out an insurance policy for the period of their stay in the country, unless they have already taken out a policy elsewhere covering the risks in question on the territory of that country.

The first system is applied by Austria, Finland,² Luxemburg and Switzerland (where regulations concerning the civil liability insurance of foreign vehicles are now under consideration).³

The other countries that have introduced compulsory insurance apply the second system.

Detailed information relating to each country is given below.

United Kingdom.

The usual procedure for a foreign motorist on arriving at a British port is to apply to the port representative of the Royal Automobile Club, the Automobile Association or the Royal Scottish Automobile Club for an International Circulation Permit,⁴ and the port representative of the motoring organisation to whom application is made is instructed, before issuing a permit, to take the necessary steps to regularise the insurance position.

Motorists insured in their own country. — If the motorist is insured in his own country, he must sign a declaration certifying that he is the holder of an insurance policy covering the risks of damage to third parties in the United Kingdom; he must also specify the policy number, the name and address of the company, the period of validity of the insurance, the identification mark, make and colour of the vehicle, the persons or classes of persons (and addresses) authorised to drive the vehicle.

If the declaration in question is satisfactorily completed, the representative of the competent organisation issues a "certificate of foreign insurance" to the foreign motorist. A copy of this certificate is attached (Appendix I). The period of validity of this certificate must not exceed the unexpired period covered by the policy to which it relates.

A motorist who makes a false declaration in order to obtain a "certificate of foreign insurance", and is not in fact insured against payment of damages to third parties in the United Kingdom, is liable to very heavy penalties (*i.e.*, a fine not exceeding £50 or to imprisonment, or to both imprisonment and fine).

Motorists not insured in their own country. — If the motorist is not insured in his own country against payment of damages to third parties within the United Kingdom, he must effect insurance under the Road Traffic Act of 1930. The representatives of the motoring organisations mentioned above can effect the necessary insurance forthwith, and issue certificates.

Should the foreign motorist stay in Great Britain longer than ninety days, he must obtain a British licence. If his foreign insurance is still valid, it will be deemed to comply with the requirements of Part II of the Road Traffic Act.

Denmark.

Motorists insured in their own country. — In Denmark cars insured with "authorised" companies—*i.e.*, companies that have concluded an agreement with the Danish International Insurance Union for Motor Vehicles ("Dansk Forening for international Motorkøretøjsforsikring"), Copenhagen—are exempted from the obligation to take out an insurance policy in Denmark provided they possess an *insurance card, series A* (see Appendix II). This card is drawn up by the Danish association mentioned above and issued either by an "authorised"⁵

¹ *I.e.*, motorists whose vehicles are registered in that country.

² A draft law is in course of preparation providing for a system similar to that in force in the Scandinavian countries.

³ According to the reply furnished on September 15th, 1936, by the Federal Council to a question put by National Councillor Bosi (Coire), there would appear to be no question of making this insurance compulsory in the case of foreign touring cars. The Federal Council is considering the possibility of establishing a fund at all events for the compensation of victims of accidents caused by foreign touring cars travelling in Switzerland who have suffered serious injury or whose car has been severely damaged.

⁴ This document is a permit valid for ninety days within the United Kingdom, replacing for the purposes of British control the international car certificate issued in accordance with the 1926 Convention. (This permit is also issued by the London County Council.)

⁵ A list of authorised companies is published in the *Year-Book of the I.A.R.A.C. for 1936*, page 319.

insurance company or by a recognised touring organisation. In order to obtain the right to issue insurance cards, series A, the touring organisation must :

- (1) Conclude an agreement with the Danish International Insurance Union for Motor Vehicles ;
- (2) Likewise conclude an arrangement with one or more insurance companies.

A special agreement was also concluded on July 1st, 1934, between the Danish and Swedish Governments, whereby vehicles registered in Denmark or Sweden are allowed to circulate on the territory of the other State *without being required to produce any document proving that their insurance is in order*, as the Danish and the Swedish International Insurance Unions for Motor Vehicles have undertaken in relation to the Danish and Swedish Governments respectively to cover the risk of damage to third parties caused in one of those countries by a motor vehicle registered in the other. Consequently, it is sufficient to prove by the production of a national certificate or an international motor-car certificate that the vehicle is registered in the other country.

A similar agreement will probably be concluded shortly with the Norwegian Government.

Motorists not insured in their own country. — Foreign motorists who do not possess an insurance card, series A, must take out an insurance policy at the Danish frontier with the Danish International Insurance Union. A specimen of this policy : *insurance card, series B*, is attached (Appendix III).

Irish Free State.

In accordance with the Road Traffic Act of 1933, a foreign motorist entering the Irish Free State must be insured against the payment of damages caused to third parties in the territory of the Free State with one of the companies or corporations authorised to issue policies to this effect. Insurance companies desirous of obtaining this authorisation must deposit with the Accountant of the Courts of Justice in the Irish Free State the sum of £15,000 sterling, and comply with the other conditions of the decree relating to vehicle insurers. Short-term policies may be taken out for the following periods. The premium payable varies according to the duration of the policy.

One week	one-eighth	of the annual premium.
One month	one-quarter	” ” ” ”
Two months	three-eighths	” ” ” ”
Three months	one-half	” ” ” ”
Six months	three-quarters	” ” ” ”

Norway.

Motorists insured in their own country. — Foreign motorists entering Norway must take out an insurance policy at the frontier, unless they hold a policy issued by a company recognised in Norway, or endorsed by a company authorised in Norway or by the Norwegian Union of Insurance Companies. Foreign insurance companies can obtain the necessary endorsement by applying either to a Norwegian company or to the Royal Automobile Club of Norway.

Norway will probably accede shortly to the agreement concluded between Denmark and Sweden, referred to under the heading “ Denmark ”.

Motorists not insured in their own country. — A foreign motorist coming to Norway with his car who holds no insurance policy, or holds a policy issued by an “ unauthorised ” company, may take out an insurance for his stay in Norway at the frontier office, on payment of one of the following premiums :

Motor vehicles :

One to seven days	Kr. 2 per day.
Eight to thirty days	Kr. 25 per policy.

Motor-cycles :

One to four days	Kr. 2 per day.
Five to ten days	Kr. 10 per policy.
Eleven to thirty days	Kr. 15 per policy.

Charge for each policy Kr. 0.50 extra.

Sweden.

A foreign motorist entering Sweden must obtain through the Customs offices an insurance policy covering the risks of payment of damages caused to third parties by his vehicle until he leaves the country. This formality is not required, however, if the motorist has already taken out an insurance policy with a foreign company and that

company has given the Swedish General Customs Administration an undertaking in this connection approved by the General Inspectorate of Insurance, in conformity with the provisions of paragraph 5 of the Law of May 10th, 1929, on Compulsory Insurance. When the vehicle leaves Swedish territory, the Customs authority at the frontier will ascertain that the insurance policy has been duly taken out and the premium paid up to the day of departure of the vehicle. If this formality has not been complied with, the vehicle is not allowed to leave until the premium has been paid to the Customs authority. A special arrangement has been concluded with Denmark, referred to under the heading "Denmark".

Czechoslovakia.

In Czechoslovakia, insurance is not compulsory, but, under the Law of March 26th, 1935, guarantees are required in respect of damages caused to third parties by the drivers of motor vehicles. The owner of a motor vehicle registered in Czechoslovakia must either take out an insurance policy covering payment of damages to third parties or deposit a security with the competent authorities. The owner of a vehicle who fails to comply with these provisions must, in addition to the penalties to which he is liable, contribute to a special fund for the compensation of the victims of accidents. The amount of the contribution will correspond to the amount he would have paid as a premium if he had complied with the law, but may in no case exceed the total amount of the premiums due for a period of three years.

A Relief Fund for accidents caused by motor vehicles has been established with headquarters at Prague. In addition to the contributions from motorists referred to above, it receives payments from the insurance companies in Czechoslovakia which issue policies covering the risk of payment of damages to third parties. These companies must pay into the Relief Fund 1% of the net premiums collected for insurance against these risks during the previous year. The Fund is a legal entity and is administered by a Board of Trustees, the composition of which is determined by a Government decree. The Administrative Regulations of this Board of Trustees are drawn up by the Minister of the Interior, after consulting the other competent Ministers. This Fund affords financial assistance to persons who have been injured by an accident or the surviving dependants of persons whose death has been caused by such accident, when the vital interests of such persons have been affected and they have not received compensation either because the person responsible for the accident has failed to comply with the provisions of the Law of 1935, or because it is not possible to prove that anyone is liable. No person may claim a legal right to relief from this Fund. The promulgation of a Government Ordinance laying down the regime applicable to foreign motorists is under consideration. This Ordinance will be based on the foregoing principles and on the agreements concluded between States.

Appendix I.

Form G.

ROAD TRAFFIC ACT, 1930.

Certificate of Foreign Insurance.

Certificate No.

Policy No.

1. Date to which certificate is valid.....
2. Identification mark and numbers and make of vehicle.....
.....
3. Persons or classes of persons (and addresses) authorised to drive the vehicle
.....
.....
.....
4. Date of commencement of policy
5. Date of expiry of policy

I hereby certify that this certificate is issued in accordance with the regulations made by the Minister of Transport under Part II of the Road Traffic Act, 1930.

Signed

On behalf of
(Issuing Authority).

Appendix II.

[Obverse side of card.]

INSURANCE CARD.¹

Series A, No.

Insured

Home address

Motor vehicle, make:

Category (motor-car, motor-cycle, etc.)

Motor number..... Registered number.....

Insured in
(name of insurance company)

By policy No.

The insurance is in force until

“ Dansk Forening for International Motorkøretøjsforsikring ”

(The Danish Union for International Insurance of Motor Vehicles)

(address): Tordenskjoldsgade 10, Copenhagen K.,

takes over the guarantee for the insurance against third party risks of the motor vehicle mentioned above during its stay in Denmark, in accordance with the laws on insurance of motor vehicles against third party risks and the regulations relating thereto. The card has been delivered to us by the above-mentioned Union, by whom we are duly empowered.

19

Issued the
by

Denmark.

[Reverse side of card.]

The driver shall bring this insurance card with him during the journey and on request produce same to the police authorities. On entering and leaving Danish territory the card shall be presented to the proper Custom house officer at the frontier. If the motor vehicle should remain in the country after the day of expiry, a new insurance card is to be procured from the homeland. If not, an additional insurance card must be bought from the Customs authorities at the departure.

¹ The original model of this card is also in Danish, French and German.

Appendix III.

[Obverse side of card.]

INSURANCE CARD.¹

Series B, No. 4313.

Insured
 Home address
 Motor vehicle, make.....
 Category (motor-car, motor-cycle, omnibus)
 Motor number Registered number

“Dansk Forening for International Motorkøretøjsforsikring”

(The Danish Union for International Insurance of Motor Vehicles)

(address): Tordenskjoldsgade 10, Copenhagen K.,

takes over the guarantee for the insurance against third party risks of the motor vehicle mentioned above during its stay in Denmark, in accordance with the laws on insurance of motor vehicles against third party risks and the regulations relating thereto. The card has been delivered to us by the above-mentioned Union, by whom we are duly empowered.

The premium has been paid with for the time

from to(both inclusive)

Date 19..

(Customs Office)

Denmark.

[Reverse side of card.]

PREMIUM RATES.

	1-30 days (per day)	Minimum premium	For each day over and above 30 days	Maximum annual premium
Motor-cars	1.00	2.00	0.50	125.00
Motor-cars with trailers	1.50	2.50	0.75	190.00
Motor-cars with more than six seats, for passenger transport	2.00	3.00	1.00	250.00
Motor-cycles	0.50	1.00	0.25	65.00

The driver shall bring this insurance card with him during the journey and on request produce same to the police authorities. At the departure, the card shall be presented to the proper Customs house officer at the frontier. Additional premium shall thereby be paid in case the number of days for which premium was paid at the arrival has been exceeded.

¹ The original model of this card is also in Danish, French and German.

ANNEX 17.

COMPULSORY INSURANCE OF MOTORISTS.

C.C.T./C.R./110.

April 29th, 1937.

CORRESPONDENCE EXCHANGED BETWEEN THE COMMITTEE OF ENQUIRY FOR THE CIVIL LIABILITY OF MOTORISTS (THIRD-PARTY RISKS) SET UP BY THE INTERNATIONAL INSTITUTE OF ROME FOR THE UNIFICATION OF PRIVATE LAW AND THE SECRETARIAT OF THE ORGANISATION FOR COMMUNICATIONS AND TRANSIT, CONCERNING A REQUEST BY THE COMMITTEE OF ENQUIRY THAT THE PERMANENT COMMITTEE ON ROAD TRAFFIC SHOULD UNDERTAKE AN ENQUIRY AND COLLECT STATISTICS RELATING TO COMPULSORY INSURANCE OF MOTORISTS.

1. *Extract from a Letter of December 14th, 1936, from the Secretary-General of the International Institute of Rome for the Unification of Private Law to the Director of the Communications and Transit Section.*

We have the honour to send you the text of two resolutions adopted by the Committee of Enquiry for the Civil Liability of Motorists.

As regards the first resolution (Appendix 1), during the discussion on the preliminary draft of the standard clauses concerning the compulsory insurance of motorists, the Committee realised the necessity for obtaining statistics enabling it to establish the following points :

1. The percentage of insured motor vehicles as compared with the number of motor vehicles in circulation or registered in countries which have not adopted compulsory insurance.
2. The approximate percentage of accidents caused by foreign motor vehicles for the victims of which no compensation could be obtained, and of which the authorities are aware, compared with the total number of accidents during a year.
3. The proportional increase of legal proceedings taken against and compensation paid by insurance companies in countries where the insurance of motorists is compulsory, compared with the year preceding the introduction of such insurance.

With a view to collecting the above information, the Committee adopted the first resolution.

As regards the second resolution (Appendix 2), having laid down in the preliminary draft of the standard clauses concerning compulsory insurance of motorists that the insurer can be relieved of the obligation to pay compensation to the injured party if he proves that that party has failed to pay the insurance premium, the Committee considered the necessity for organising a system of control under which it would be possible at any moment, and more particularly when crossing frontiers, to ascertain whether an insurance policy had been taken out and the premium thereon duly paid.

The second resolution was adopted with a view to arranging for the practical application of such a system of control.

We would be very grateful if your Organisation could comply with the wish expressed by our Committee and agree to undertake the enquiry and study referred to in the two resolutions.

We would also be much obliged if, in such case, you could inform us when approximately you think you could communicate to us the results of this enquiry and study.

2. *Letter of February 10th, 1937, sent by the Director of the Communications and Transit Section to the Secretary-General of the International Institute of Rome for the Unification of Private Law.*

After studying the resolutions adopted in November last by the Committee of Enquiry for the Civil Liability of Motorists, I think that the Permanent Committee on Road Traffic will have no objection to undertaking the enquiry and study proposed. This question will be placed on the provisional agenda of the Committee's next session, which will decide what action can be taken on the recommendations adopted by the Committee of Enquiry for the Civil Liability of Motorists.

It is difficult to foresee at the present moment when the enquiry will be completed. The Committee's next session will probably be held during next April and I shall see that you are advised of the results of its discussions.

Appendix 1.

RESOLUTION ADOPTED ON NOVEMBER 24TH, 1936, BY THE COMMITTEE OF ENQUIRY
FOR THE CIVIL LIABILITY OF MOTORISTS.

The Committee :

Invites the Secretariat of the Institute to get into touch with the Secretariat of the Advisory and Technical Committee for Communications and Transit (Organisation for Communications and Transit of the League of Nations) with a view to collecting statistics on third-party insurance and other useful data (*e.g.*, trend of legislation and any other additional information). The Institute will similarly get into touch with the German Academy of Law (Insurance Committee). Any assistance in the matter given by automobile associations, insurance companies or other institutions will, of course, be welcome.

Pending the receipt of these statistics and the results of the investigation, the preparation of the draft Convention on compulsory insurance will proceed.

Appendix 2.

RESOLUTION ADOPTED ON NOVEMBER 25TH, 1936, BY THE COMMITTEE OF ENQUIRY
FOR THE CIVIL LIABILITY OF MOTORISTS.

The Committee :

Suggests that the police authorities should be instructed to satisfy themselves, not only that an insurance policy has been taken out in accordance with Article 2, but also that the last premium due has been paid ;

Further expresses the opinion that it should be possible to check the receipt immediately and that this formality should not hamper motor traffic ;

Considers that this question might usefully be studied by the competent technical organisations (the Advisory and Technical Committee for Communications and Transit and, in particular, the Permanent Committee on Road Traffic).

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

Official No.: C. 276. M. 179. 1937. VIII.
[C.G.T./C.R./U.S. 17(1).]

Geneva, May 28th, 1937.

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS AND TRANSIT

**COMMITTEE FOR THE UNIFICATION OF STATISTICS RELATING
TO ROAD TRAFFIC ACCIDENTS**

**REPORT ON THE FIRST AND SECOND SESSIONS
OF THE COMMITTEE.**

13

The Committee was composed as follows :

M. J. BOULLOCHE, Director of Roads, French Ministry of Public Works, *Chairman* ;
Mr. A. E. KIRKUS, Director of Statistics, Ministry of Transport, Great Britain ;
M. A. MOLINARI,¹ Director-General of the Central Statistical Institute, Italy ;
M. C. FL. STEENSTRUP, Secretary of the Statistics Department of the Danish Ministry
of Finance ;
M. E. ZDRUBEK, Head of the Communications Section of the Austrian Federal Police
Headquarters.

The following also attended :

For the International Statistical Institute :

Dr. J. H. VAN ZANTEN, Ex-Director of the City of Amsterdam Statistical Office, Rappor-
teur to the Committee of the Institute on Uniformity in Road Accident Statistics.

For the International Association of Recognised Automobile Clubs :

Colonel G. PERON, Secretary-General (at the first session) ;
M. J. HANSEZ, President of the International Committee on Road Traffic and Customs
(at the second session).

For the Permanent International Commission for First Aid on Roads :

Dr. P. BEHAGUE, Secretary-General of the National Union of Tourist Associations, Paris,
President of the Permanent International Commission (at the first session).

For the League of Red Cross Societies :

Major PETERSEN, Chief of the First-Aid Section (at the first session).

For the International Tourist Alliance :

M. Paul DUCHAINE, Secretary General (at the first session) ;
M. E. DELAQUIS, Director of the Swiss Touring Club, Professor at the University of
Geneva (at the second session).

For the International Labour Office :

Mr. J. W. NIXON, Chief of the Statistical Section ;
Mr. R. M. WOODBURY, Member of the Statistical Section (at the second session).

Secretary : Mme. E. LEHMANN, Member of the Communications and Transit Section.

The Committee held two sessions. The first on September 7th to 10th, 1936 : the second
on May 3rd to 6th, 1937.

After studying the documents compiled by the Secretariat (Annex I),² and after delibera-
tion, the Committee arrived at the following conclusions :

I. The Committee considers that, if unification of road traffic accident statistics is to be
attained, it is necessary that each country should keep a record of road accidents and compile
statistics on the basis of such records.

¹ M. Molinari was present only at the first session of the Committee.
² Annex I is printed separately.

2. Governments should accordingly be asked to make it compulsory for all officials entrusted with that duty to give notice to the police, or to the authority responsible for the compilation of the statistics, of all traffic accidents which occurred on highways open to the public,¹ in which a vehicle of any description (including cycles without motor, hand-barrows, etc.) or an animal was involved, and which caused death or bodily injury.²

3. It is desirable that the statistics should include accidents which caused material damage only, but, as the compilation of such statistics is attended by serious difficulties, the Committee does not feel that it can at present ask for them to be made compulsory.

4. Accidents should be recorded by the representative of the competent authority) by means of a form for each accident. The Committee has specified in a schedule (Annex II, the information which should be recorded for the compilation of the three categories of statistics. A model statistical form is appended as a guide for the compilation of the particulars (Annex III). The statistics should be compiled by the body which centralises these records.³

5. The schedule asks for particulars of the vehicles involved, the nature, circumstances and causes of the accident, and the number of persons killed or injured. The particulars relating to the vehicles involved, the nature of the accident and the number of persons killed or injured will consist simply of statements of fact ; there is therefore no difficulty in recording this information, which will serve as a basis for the essential statistics. The particulars regarding circumstances, however precise may be the questions asked, leave more scope to the personal judgment of the recording official, and those regarding causes are frequently open to such an interpretation that the inferences to be drawn therefrom are subject to reservations. As, however, many countries already compile statistics of circumstances and causes, the Committee felt that the schedule attached (Annex II) should furnish a basis for unifying the information.

6. The Committee accordingly recommends :

First, the compilation of *annual* statistics relating to : number of accidents, number of persons killed or injured, number of vehicles involved and nature of accidents (statistics of the first category).

Secondly, statistics should be compiled dealing in general with all the circumstances of the accident (statistics of the second category).

Lastly, other statistics should be compiled dealing with the causes of accidents (statistics of the third category). These might be limited to the principal headings of the schedule.

The Committee considers that statistics of the first category are absolutely essential and that their annual compilation should be compulsory subject to the reservation in paragraph 3. The compilation of statistics of the second and third categories presents greater difficulty, and Governments are recommended to arrange to compile statistics of these categories as speedily as possible, after which they can be compiled at varying intervals, which should not, however, exceed five years.

7. Model tables for the presentation of the three categories of statistical data have been drawn up by the Committee and are given in Annex IV.

8. The Committee is of opinion that it would be desirable to study the number of accidents in relation to the number of vehicles in circulation, the number of drivers, the population, the length of highways, etc., in so far as these various factors can be accurately ascertained. It considers that it will have to acquaint itself with the studies which have been or may be made on this question, especially by the International Institute of Statistics, and to determine the scope of the statistics regarded as necessary.

9. The Committee recommends that countries which do not yet apply the scheme of classification of accidental deaths contained in the International Convention on the Nomenclature of Causes of Death, signed at Paris on October 19th, 1929, should adopt this system, and that the road accident statistics outlined above should be accompanied, if possible, by statistics of deaths due to means of transport, compiled according to this scheme.

10. The Committee stresses the value of the compilation of statistics of all three categories for all European capitals and for all cities of more than 500,000 inhabitants.

11. The Committee considers that special attention should be given to the road accident risks of drivers in the service of an employer, in view of the influence of their conditions of work on the risks of accident both to the drivers themselves and to the public. It has sought to provide the necessary headings in the statistics of the first category for determining the number of such drivers who are killed or injured, and in the statistics of the second and third categories for data on the conditions of work.

12. The Committee asks the Committee for Communications and Transit to arrange for the Committee's report to be communicated to the Governments with a request that the recommendations contained therein be put into effect as soon as possible.

¹ Including any parks open to vehicular traffic.

² See definition on page 3.

³ Each accident should be included as one accident, irrespective of the number of vehicles involved and of persons killed or injured.

ANNEX II.

SCHEDULE.

A. VEHICLES, ETC., INVOLVED IN ACCIDENTS.

State whether vehicles of national or foreign registration.

Where a mechanically-propelled road vehicle or a pedal-cycle is involved in an accident, the age and sex of the driver should be given.

In the case of mechanically-propelled road vehicles, it should be stated whether the driver was in the service of an employer and, if so, details of hours of driving should be given.

Mechanically-propelled Road Vehicles :

1. Private motor passenger vehicles (excluding motor-cycles).
2. Motor-cycles :¹
 - (a) Solo—without pillion rider ;
 - (b) Solo—with pillion rider ;
 - (c) With sidecar.
3. Motor-vans, lorries, tractors :
 - (a) Without trailer ;
 - (b) With trailer.
4. Hackney vehicles with a seating capacity not exceeding eight persons (including the driver).
5. Omnibuses and coaches.
6. Tramcars.
7. Trolley vehicles.
8. Miscellaneous.

Other Vehicles :

9. Cycles without motor.
10. Animal-drawn vehicles.
11. Railway vehicles.
12. Handcarts and barrows.
13. Miscellaneous vehicles.²

Animals :

14. Horses, ridden or led.
15. Other animals.

B. NATURE OF ACCIDENT.

1. Collision between moving vehicles.
2. Collision between a vehicle and an obstruction including a stationary vehicle.
3. Collision between a vehicle and a pedestrian.
4. Accident not involving collision.³
5. Other kinds of accident ⁴ (particulars to be given).

C. CLASSIFICATION OF PERSONS KILLED OR INJURED ⁵ IN ACCIDENT.

Age.

Sex.

Died within twenty-four hours.

Died within thirty days.

Injured : (a) seriously.

(b) slightly.

¹ Countries who so desire may subdivide motor-cycles into two categories : (a) high power ; (b) low power.

² Perambulators and bath-chairs are not considered as vehicles.

³ Drivers or riders killed or injured should be included in the statistics, although no other person or vehicle may have been involved.

⁴ "Other kinds of accidents" include collisions between a vehicle and an animal, and accidents involving a combination of two or more collisions of different natures—e.g., (1) between moving vehicles and a moving vehicle and a stationary vehicle, (2) between a vehicle, an obstruction and a pedestrian.

⁵ There will be two classes of fatal accident :

(a) Accidents causing death instantaneously or within twenty-four hours ;

(b) Accidents causing death within a period of from twenty-four hours to thirty days.

Bodily injuries are classified as follows :

Serious injuries.—Fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock necessitating medical treatment, and any other injury involving removal to and detention in hospital.

Slight injuries.—Injuries of a minor character such as sprains and bruises. Persons who complain of shock but have sustained no other injuries should not be included in the statistics unless they show very marked symptoms of shock and have received, or appear to be in need of, medical treatment.

A distinction should be made between drivers of motor vehicles other than motor-cycles : (a) in the service of an employer ; (b) others ; motor-cyclists, pedal-cyclists, passengers, pedestrians and other persons.¹

D. CIRCUMSTANCES OF ACCIDENT.

I. *Place and Time.*

1. Place.
2. Date.
3. Day of the week (state whether a general holiday and whether on the day before or day after a holiday).
4. Hour.
5. State whether the accident occurred in a built-up area or outside such area.²
6. If the accident occurred in a built-up area,³ give the name of the street and, if possible the number of the house in front of which the accident occurred. State also whether it is a one-way or two-way street and whether it is a "priority" road or not.
7. Give any other particulars—*e.g.*, exit from a school, church, factory, etc.

II. *Weather Conditions.*

1. Clear weather.
2. Fog.
3. Rain, heavy or slight.
4. Strong wind.
5. Snow or hail.

III. *Visibility.*

1. Daylight.
2. Dusk or semi-darkness.
3. Darkness : (a) road lighted.
(b) road not lighted.

IV. *Road Conditions.*

1. Normal.
2. Bad condition. (Detail the defects.)

V. *State of the Carriage-way.*

1. Dry.
2. Wet.
3. Ice-covered.
4. Snow-covered.

VI. *Features of the Road.*⁴

1. Straight road.
2. Cross-roads or junctions : (a) with good sight-line.
(b) with bad sight-line.
3. Fork.
4. Level-crossing : (a) guarded.
(b) unguarded.
5. Bend : (a) with good sight-line.
(b) with bad sight-line.
6. Gutter, or hump back.
7. Top of hill.
8. Abrupt descent.
9. Tram or rail tracks.
10. Other special features.

E. PRESUMED OR APPARENT CAUSES OF THE ACCIDENT.

I. *Attributed to Drivers, excluding Pedal-cyclists.*

1. Excessive speed having regard to conditions.
2. Failure to keep on correct side of road.
3. Failure to observe right of way.
4. Failure to signal, giving indistinct or incorrect signal.

¹ Each country will indicate the classification of passengers which it considers the most suitable.

² In the latter case, the class of road may be given.

³ These particulars should only be given in respect of large towns and cities.

⁴ Indicate whether or not attention is drawn to these features by warning signs. Other particulars may be given for large towns and cities.

5. Failure to comply with traffic signs and signals.
6. Overtaking improperly.
7. Pulling out to overtake.
8. Swerving negligently.
9. Skidding—*i.e.*, side-slipping.
10. Mounting footpath, refuge, etc.
11. Failure to stop or afford free passage to pedestrians at pedestrian crossing-places.
12. Dazzled by lights of another vehicle.
13. Emerging or turning from one road into another road :
 - (a) Turning to right¹ without due care ;
 - (b) Turning to left¹ without due care ;
 - (c) Crossing without due care.
14. Inattentive or attention diverted.
15. Inexperienced, including inexperienced with type of vehicle in use at time.
16. Losing control.
17. Fatigued :
 - (a) Due to driving (details of hours of driving to be given) ;
 - (b) From other causes.
18. Sudden illness.
19. Under the influence of drink.
20. Physically defective (particulars to be given).
21. Other causes (particulars to be given).

II. *Attributed to Pedal-cyclists.*

1. Excessive speed having regard to conditions.
2. Failure to keep on correct side of road.
3. Failure to observe right of way.
4. Failure to signal, giving indistinct or incorrect signal.
5. Failure to comply with traffic signs and signals.
6. Overtaking improperly.
7. Pulling out to overtake.
8. Swerving negligently.
9. Skidding—*i.e.*, side-slipping.
10. Mounting footpath, refuge, etc.
11. Failure to stop or afford free passage to pedestrians at pedestrian crossing-places.
12. Dazzled by lights of another vehicle.
13. Emerging or turning from one road into another road :
 - (a) Turning to right¹ without due care ;
 - (b) Turning to left¹ without due care ;
 - (c) Crossing without due care.
14. Inattentive or attention diverted.
15. Inexperienced, including inexperienced with type of vehicle in use at time.
16. Losing control.
17. Fatigued :
 - (a) Due to riding (details of hours of riding to be given) ;
 - (b) From other causes.
18. Sudden illness.
19. Under the influence of drink.
20. Physically defective (particulars to be given).
21. Cyclist holding on to other vehicle.
22. Other causes (particulars to be given).

III. *Attributed to Pedestrians.*

1. Crossing carriage-way, or walking or standing in carriage-way, heedless of traffic.
2. Stepping into carriage-way without due care.
3. Playing in carriage-way.
4. Emerging from front of or behind vehicle or object which masked his or her movement.
5. Not using pedestrian crossing-place.
6. Boarding vehicle without due care.
7. Slipping or falling.

¹ Indicate the direction of traffic.

8. Sudden illness.
 9. Under the influence of drink.
 10. Hanging on to vehicle.
 11. Child under 7 years of age acting in such a way as to render the accident unavoidable.
 12. Lack of adequate supervision by an older person or escaping from supervision of an older person.
 13. Other causes (particulars to be given).
(Items Nos. 1 to 10 and 13 not to be used in the case of children under 7 years of age.)
- IV. *Attributed to Vehicles.*
1. Mechanical defect or failure (particulars to be given).
 2. Inadequate or defective front or rear lights or reflectors.
 3. Unattended vehicle running away.
 4. Driver's view obstructed—*e.g.*, by equipment, load or obscured windscreen.
 5. Vehicle overloaded, shifted or defective load.
 6. Any other feature of vehicle or equipment which contributed to the accident (particulars to be given).
- V. *Attributed to Tramways.*
1. Tramway track in bad repair.
 2. Wheel of vehicle catching in tramway track or centre conduit.
 3. Tramcar jumping points or rails.
- VI. *Attributed to Obstructions.*
1. Stationary vehicle dangerously placed.
 2. Other obstruction (particulars to be given).
- VII. *Attributed to Road Conditions.*
1. View obscured by blind corner or bend.
 2. Slippery road surface (particulars to be given).
 3. Road surface in need of repair.
 4. Other road conditions.
- VIII. *Attributed to Weather Conditions.*
1. Fog or mist.
 2. Glaring sun.
 3. Other weather conditions which contributed to the accident (particulars to be given).
- IX. *Miscellaneous.*
1. Animal in carriage-way—*e.g.*, horse bolting, dog not under control.
 2. Other causes (particulars to be given).

In the case of causes attributed to drivers or vehicles, it is essential that where more than one driver or vehicle respectively is involved in the accident the report should show to which driver or which vehicle the presumed cause is attributed.

The report should show the presumed **PRINCIPAL** cause in respect of each accident. If more than one cause is considered to have contributed to the accident, the **CONTRIBUTORY** causes (not more than two) also should be given.

ANNEX III.

MODEL STATISTICAL FORM.

EXPLANATORY NOTE.

In Sections I, IV, V and VI, a cross (×) should be placed opposite the appropriate item. In Sections I, II, III and VI, the entries relating to the vehicle or driver primarily concerned in an accident should be inserted in the column headed A. Entries relating to other vehicles or drivers involved in the accident should be inserted in the columns headed B, C and D according to the number of vehicles involved.

In Section VI, the principal presumed cause should be indicated thus (×).

For guidance, the form has been completed to show particulars of an accident which occurred in the following circumstances :

At 4.30 p.m. on May 6th, 1937, a motor-cycle with a pillion rider collided with a motor-lorry without trailer. The driver of the motor-cycle was killed immediately, the pillion rider died two days later, and the driver of the motor-lorry was slightly injured. The main cause of the accident was failure on the part of the driver of the motor-lorry to keep on the correct side of the road and a contributory cause was excessive speed on the part of the driver of the motor-cycle.

Model Statistical Form (Obverse side).

Locality : Police District :

Accident occurred at 4.30 p.m. on 6th day of
May 1937.

I. VEHICLES, ETC., INVOLVED IN THE ACCIDENT.

	A	B	C	D
<i>Mechanically propelled Road Vehicles :</i>				
Private motor passenger vehicles (excluding motor-cycles)				
<i>Motor-cycles :</i>				
(a) Solo—without pillion rider				
(b) Solo—with pillion rider		X		
(c) With sidecar				
<i>Motor vans, lorries, tractors etc :</i>				
(a) Without trailer	X			
(b) With trailer				
Hackney vehicles with a seating capacity not exceeding eight persons (including the driver)				
Omnibuses and coaches				
Tramcars				
Trolley vehicles				
Miscellaneous				
<i>Other Vehicles :</i>				
Cycles without motor				
Animal-drawn vehicles				
Railway vehicles				
Handcarts and barrows				
Miscellaneous vehicles				
<i>Animals :</i>				
Horses, ridden or led				
Other animals				

II. PERSONS KILLED OR INJURED IN THE ACCIDENT.

	A		B		C		D	
	Sex	Age	Sex	Age	Sex	Age	Sex	Age
<i>Killed (died within 24 hours) :</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles								
Motor-cyclists			M	21				
Passengers								
Pedal-cyclists								
Other persons								
<i>Killed (died subsequently but within 30 days)</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles								
Motor-cyclists								
Passengers			F	18				
(Repeat as above)								
<i>Injured—seriously :</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles								
Motor-cyclists								
(Repeat as above)								
<i>Injured—slightly :</i>								
Pedestrians								
Drivers of motor vehicles other than motor-cycles			M	50				
Motor-cyclists								
(Repeat as above)								

III. DRIVERS OF VEHICLES INVOLVED IN THE ACCIDENT.

	A	B	C	D
<i>Drivers of mechanically propelled road vehicles :</i>				
(a) In the service of an employer :				
Sex	M			
Age	50			
(b) Others :				
Sex		M		
Age		21		
<i>Riders of cycles without motor :</i>				
Sex				
Age				
Etc..				

IV. NATURE OF ACCIDENT.

X
(1) Collision between moving vehicles. (2) Collision between a vehicle and an obstruction, including a stationary vehicle. (3) Collision between a vehicle and a pedestrian. (4) Accidents not involving a collision. (5) Other kinds of accidents (particulars to be given).

Model Statistical Form (reverse side).

V. CIRCUMSTANCES OF THE ACCIDENT.

1. *Place of Accident.*

A : Area built up : one-way street—two-way street.

X

B : Not built up.

Priority-road—not priority-road. Other particulars.

2. *Weather Conditions.*

X

Clear weather—fog—rain (heavy—slight)—strong wind—snow or hail.

3. *Visibility.*

X

Daylight—dusk or semi-darkness—darkness : road lighted—road not lighted.

4. *Road Conditions.*

X

Normal—bad condition (detail the defects).

5. *State of the Carriage-way.*

X

Dry—wet—ice-covered—snow-covered.

6. *Features of the Road.*

Straight road—cross-roads or junctions with good sight-line—with bad sight-line—

X

fork—level crossing : guarded—unguarded—bend : with good sight-line—with bad sight-line—gutter or hump back—top of hill—abrupt descent—tram or rail tracks—other special features.

VI. PRESUMED OR APPARENT CAUSES OF THE ACCIDENT.

Attributed to Drivers, excluding Pedal-cyclists :

Excessive speed having regard to the conditions
Failure to keep on correct side of the road

(Arranged as in paragraph E of Annex II)

A	B	C	D
X	X		

ANNEX IV.

STATISTICS RELATING TO ROAD ACCIDENTS.

A. First Category.

Statistics (Annual) of Number of Accidents, Number of Persons killed or injured, Number of Vehicles involved and Nature of Accident.

TABLE I.—NUMBER OF ACCIDENTS.

Year

Involving personal injury			Involving damage to property only	Grand total
Fatal	Non-fatal	Total		

TABLE II.—NUMBER OF PERSONS KILLED OR INJURED.

Classification	Number of persons						Grand total
	Killed			Injured ¹			
	Died within 24 hours	Died subsequently but within 30 days	Total	Seriously	Slightly	Total	
Pedestrians							
Drivers of motor vehicles, other than motor-cycles :							
(a) In the service of an employer							
(b) Others							
Motor-cyclists							
Passengers ²							
Pedal-cyclists							
Other persons							
Total							

¹ See definition on page 3.

² Each country will indicate the classification of passengers which it considers the most suitable.

TABLE III. — ANALYSIS OF VEHICLES INVOLVED.

Classification of vehicles, etc.	Number of vehicles, etc., involved			Total
	In fatal accidents	In non-fatal accidents		
		Involving personal injury	Involving damage to property only	
<i>Mechanically propelled Road Vehicles :</i>				
1. Private motor passenger vehicles (excluding motor-cycles)				
2. Motor-cycles :				
(a) Solo—without pillion rider				
(b) Solo—with pillion rider				
(c) With sidecar				
3. Motor vans, lorries, tractors :				
(a) Without trailer				
(b) With trailer				
4. Hackney vehicles with a seating capacity not exceeding eight persons (including the driver)				
5. Omnibuses and coaches				
6. Tramcars				
7. Trolley vehicles				
8. Miscellaneous				
Total mechanically propelled road vehicles				
<i>Other Vehicles :</i>				
9. Cycles without motor				
10. Animal-drawn vehicles				
11. Railway vehicles				
12. Handcarts and barrows				
13. Miscellaneous vehicles				
Total other vehicles				
<i>Animals :</i>				
14. Horses, ridden or led				
15. Other animals				
Total animals				

TABLE IV.—NATURE OF ACCIDENT.

Nature of accident	Number of accidents		Persons				
	involving personal injury	involving damage to property only	Killed			Injured	Total
			Total	Died within 24 hours	Died subsequently but within 30 days		
1. Collision between moving vehicles							
2. Vehicle colliding with an obstruction, including a stationary vehicle							
3. Collision between a vehicle and a pedestrian							
4. Accident not involving collision..							
5. Other kinds of accident							
Total							

B. Second Category.

Statistics relating to the Circumstances of the Accident.

TABLE V.—NATURE OF COLLISION.¹

Nature of collision	Number of accidents	Number of vehicles involved	Number of persons	
			Killed	Injured
Lorry with				
lorry				
motor-bus				
taxi				
private car				
motor-cycle				
bicycle				
animal-drawn vehicle				
pedestrian				
Motor-bus with				
motor-bus				
taxi				
private car				
etc.				
Taxi with				
taxi				
private car				
etc.				
Private car with				
private car				
motor-cycle				
etc.				
Motor-cycle with				
motor-cycle				
bicycle				
etc.				
Bicycle with				
bicycle				
etc.				
Total				

¹ If it is considered that the list of vehicles is not sufficiently complete, the list in Annex II A can be substituted.

TABLE VI.—ACCIDENTS BY MONTHS.

Month	Number of public holidays	Number of accidents			Total
		On public holidays	On days before and after public holidays	On other days	
January					
February					
March					
—					
—					
—					
December					
Total					

TABLE VII.—ACCIDENTS CLASSIFIED ACCORDING TO DAY OF WEEK.

Day of week	Number of public holidays	Number of accidents			Total
		On public holidays	On days before and after public holidays	On other days	
Monday					
Tuesday					
—					
—					
—					
—					
Sunday					
Total					

TABLE VIII.—ACCIDENTS CLASSIFIED ACCORDING TO HOUR OF DAY.

Hour ¹	Number of accidents			Total
	On public holidays	On days before and after public holidays	On other days	
0-1				
—				
—				
—				
23-24				
Unknown				
Total				

¹ The number of accidents may be shown in groups of hours (e.g., 0 to 4, 4 to 6) instead of for each hour.

TABLE IX. — SEX AND AGE OF PERSONS KILLED OR INJURED.¹

Age	Persons												Grand total		
	Died within 24 hours			Died within 30 days			Total			Injured					
	M.	W.	Total	M.	W.	Total	M.	W.	Total	M.	W.	Total	M.	W.	Total
Under 15 years															
15 and under 25															
25 and under 60															
60 and over															
Total															

¹ Separate tables can be compiled for :

- (a) Drivers (excluding cyclists).
- (b) Cyclists.
- (c) Passengers.
- (d) Pedestrians—for pedestrians the group "under 15" should be subdivided into the following groups :
 - Under 5 years;
 - 5-7 years;
 - 7-14 years.

TABLE X. — DRIVERS OF CERTAIN DESCRIPTIONS OF VEHICLES INVOLVED IN THE ACCIDENT, ANALYSED TO SHOW THE SEX, AGE AND DESCRIPTION OF THE DRIVERS.

Sex and description	Age	Mechanically-propelled road vehicles				Cycles without motors
		Private motor passenger vehicles (excluding motor-cycles)	Motor-cycles	Motor vans, lorries and tractors, etc.	Hackney vehicles, omnibuses, coaches, tramcars and trolley buses	
<i>Male :</i> In the service of an employer	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
	Over 60 years ..					
<i>Male :</i> Others	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
	Over 60 years					
<i>Female :</i> In the service of an employer	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
	Over 60 years ..					
<i>Female :</i> Others	Under 18 years ..					
	18 and under 21 ..					
	21 " " 30 ..					
	30 " " 40 ..					
	40 " " 50 ..					
	50 " " 60 ..					
	Over 60 years ..					
Total						

TABLE XI.—ACCIDENTS ANALYSED TO INDICATE THE WEATHER CONDITIONS AND VISIBILITY.

Weather conditions	Fatal accidents					Non-fatal accidents					Grand total
	Visibility				Total	Visibility				Total	
	Daylight	Dusk or semi-darkness	Darkness			Daylight	Dusk or semi-darkness	Darkness			
			Road lighted	Road not lighted				Road lighted	Road not lighted		
Clear weather											
Fog											
Rain, heavy or slight											
Strong wind											
Snow or hail											
Total											

TABLE XII.—ACCIDENTS ANALYSED TO INDICATE THE FEATURES OF THE ROAD AND NATURE OF THE ACCIDENTS.

Features of the road	Fatal accidents						Non-fatal accidents						Grand total
	Nature of accident					Total	Nature of accident					Total	
	Collision between moving vehicles	Collision between a vehicle and an obstruction, including a stationary vehicle	Collision between a vehicle and a pedestrian	Accident not involving a collision	Other kinds of accident		Collision between moving vehicles	Collision between a vehicle and an obstruction, including a stationary vehicle	Collision between a vehicle and a pedestrian	Accident not involving a collision	Other kinds of accident		
Straight road ..													
Cross-roads ..													
Fork, etc.													
Total													

C. Third Category.

Statistics showing the Causes of Accidents.

TABLE XIII. — ACCIDENTS ANALYSED TO INDICATE THE SOLE OR MAIN CAUSE ATTRIBUTED.

Sole or main cause attributed ¹	Number of accidents involving personal injury		
	Fatal	Non-fatal	Total
<i>Attributed to drivers, excluding pedal-cyclists :</i>			
Excessive speed having regard to conditions			
Etc.			
<i>Attributed to pedal-cyclists :</i>			
Excessive speed having regard to conditions			
Etc.			
<i>Attributed to pedestrians :</i>			
Crossing carriage-way, or walking or standing in carriage-way, heedless of traffic			
Etc.			
<i>Attributed to vehicles :</i>			
Mechanical defect or failure			
Etc.			
<i>Attributed to tramways :</i>			
Tramway track in bad repair			
Etc.			
<i>Attributed to obstructions :</i>			
Stationary vehicle dangerously placed			
Etc.			
<i>Attributed to road conditions :</i>			
View obscured by blind corner or bend			
Etc.			
<i>Attributed to weather conditions :</i>			
Fog or mist			
Etc.			
<i>Miscellaneous :</i>			
Animal in carriage-way, e.g., horse bolting, dog not under control			
Etc.			
Total			

¹ Arranged as in paragraph E of Annex II.

TABLE XIV.—PRESUMED SOLE OR MAIN CAUSES OF ACCIDENTS, CLASSIFIED TO INDICATE THE NUMBER OF PERSONS KILLED OR INJURED.

Sole or main cause attributed ¹	Persons killed							Persons injured							Grand total killed and injured		
	Pedestrians	Drivers of motor-vehicles other than motor-cycles		Motor-cyclists	Passengers ²	Pedal-cyclists	Other persons	Total	Pedestrians	Drivers of motor vehicles other than motor-cycles		Motor-cyclists	Passengers ²	Pedal-cyclists		Other persons	Total
		In the service of an employer	Others							In the service of an employer	Others						
Total.																	

¹ Arranged as in paragraph E of Annex II.

² Each country will indicate the classification of passengers which it considers the most suitable.

TABLE XV.—PRESUMED SOLE OR MAIN CAUSES OF ACCIDENTS, CLASSIFIED ACCORDING TO THE MAIN TYPE OF VEHICLES.

Sole or main cause attributed ¹	Fatal Accidents										Non-fatal Accidents										Grand total			
	Mechanically-propelled road vehicles other than motor-cycles						Other vehicles				Total	Mechanically-propelled road vehicles other than motor-cycles						Other vehicles				Total		
	Private motor-vehicles	Motor-vans, lorries, etc.	Public conveyances			Miscellaneous	Motor-cycles	Cycles without motor	Animal-drawn vehicles	Miscellaneous		Private motor-vehicles	Motor-vans, lorries, etc.	Public conveyances			Miscellaneous	Motor-cycles	Cycles without motor	Animal-drawn vehicles			Miscellaneous	
			Hackney vehicles	Omnibuses and coaches	Tramcars						Trolley vehicles			Hackney vehicles	Omnibuses and coaches	Tramcars						Trolley vehicles		
Total																								

¹ Arranged as in paragraph E of Annex II but omitting the sections relating to causes assigned to "Pedestrians" and "Miscellaneous" in which neither a driver nor the condition of his vehicle is primarily blamed for the accident.

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

Official No.: **C. 356. M. 241.** 1937. VIII.
[C.C.T.652(I).]

Geneva, August 31st, 1937.

LEAGUE OF NATIONS

Advisory and Technical Committee for Communications and Transit

PASSPORT SYSTEM

14

REPLIES FROM GOVERNMENTS

to the

Enquiry on the Application of the Recommendations
of the Passport Conference of 1926.

Series of League of Nations Publications

VIII. TRANSIT ✓

1937. VIII. 4.

LEAGUE OF NATIONS

Advisory and Technical Committee for Communications and Transit

PASSPORT SYSTEM

RESULTS OF THE ENQUIRY UNDERTAKEN REGARDING THE APPLICATION BY GOVERNMENTS OF THE RECOMMENDATIONS OF THE PASSPORT CONFERENCE OF 1926¹

In accordance with the request of the Advisory and Technical Committee for Communications and Transit, the Secretary-General of the League of Nations forwarded to Governments, under date of September 2nd, 1936, a Circular Letter, as follows :

“ C.L.160.1936.VIII.

“The Advisory and Technical Committee for Communications and Transit has considered the report of the Sub-Committee of Experts on the Tourist Traffic, which was set up by the Economic Committee and which met from October 21st to 24th, 1935.

“The Sub-Committee, when considering the various means of promoting and developing the international tourist traffic, examined the present position in respect of passports or documents in lieu of passports. It drew attention to the recommendations adopted by the Passport Conference held in Geneva in 1926, to which it would be desirable, in its opinion, that the various countries should as far as possible conform. While noting that these recommendations have led to a considerable simplification of formalities in this connection, the Sub-Committee drew 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.

“Generally speaking, the Sub-Committee holds that, from the point of view of the international tourist traffic, it

¹ Document C.320.M.119.1926.VIII.

would be highly desirable that the position existing before 1914 should be restored. This position was characterised by an absence of restrictions, and tourists were not obliged to provide themselves with passports.

“ The Sub-Committee also drew attention to the progress already made, either by independent action or bilateral agreements, in various countries which have reciprocally exempted their nationals from the necessity of producing passports or have agreed to replace passports by some other paper indicating nationality — e.g., tourist cards, identity cards, collective lists, in lieu of passports, etc.

“ The Advisory and Technical Committee, after examining at its nineteenth session (November 1935) the report of the Sub-Committee of Experts on the Tourist Traffic and referring to the considerations put forward by the said Sub-Committee regarding the difficulties caused to the tourist traffic by the present passport system, instructed the Secretariat to enquire of the Governments concerned the actual position in regard to the application of the recommendations of the Passport Conference, held at Geneva from May 12th to 18th, 1926.

“ In order to give effect to this decision of the Advisory and Technical Committee, the Secretary-General has the honour to request the Government of . . . to inform him to what extent it is at present applying the recommendations adopted by the Passport Conference held at Geneva in 1926. These recommendations are reproduced in the Final Act of the Conference (document C.320.M.119.1926.VIII).

“ Geneva, September 2nd, 1936. ”

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FROM GOVERNMENTS**

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UNION OF SOUTH AFRICA

November 3rd, 1936.

The recommendations adopted by the Passport Conference, held at Geneva from May 12th to 18th, 1926, are being applied by the Government of the Union of South Africa.

AUSTRALIA

May 3rd, 1937.

A. *Issue of Passports.*

1. *Type of Passport.* — The “international” type is used by the Commonwealth of Australia.

2. *Duration of Validity.* — Australian passports are, as a rule, made valid for a period of five years from the date of issue.

3. *Extent of Validity.* — The practice is being followed of making passports available at the time of issue for all the countries that the grantee is likely to travel to or through during the currency of the passport.

4. *Fees.* — A fee of £1 is charged for an Australian passport.

B. *Visas.*

1. The Commonwealth Government is a party to arrangements made by the British Government with the Governments of Austria, Belgium, Czechoslovakia, Denmark, France, Germany, Italy, Liechtenstein, Netherlands, Norway, Portugal, Spain, Sweden, and Switzerland for the mutual abolition of visa requirements.

2. Subject to compliance with the ordinary immigration regulations, no difficulty is raised in regard to travellers who arrive in Australia for parts beyond this country, landing for transshipment even though their passports bear no transit visas.

3. There are facilities at each port of embarkation in Australia for aliens to obtain visas for British countries. No difficulty is placed in the way of aliens not domiciled in the particular areas from obtaining visas and personal attendance is not insisted upon.

4. In ordinary circumstances, there is no necessity for an applicant for a visa to prove the necessity of a journey.

5. Visas granted in Australia are usually made valid for twelve months. Transit visas are made valid for any number of journeys within a period of twelve months.

6. The recommendation does not affect Australia.

7. A fee of 8s. is charged for an ordinary visa and 2s. for a transit visa.

8. No distinction is made in the fees chargeable either on account of nationality or route followed.

9. Provision for exemption from passport and visa fees has been made in the Passport Regulations.

10. The Minister has power to grant a visa free of charge, but cases of the nature mentioned would seldom arise in Australia.

C. *Facilities for the obtaining of Passports and Visas.*

There are facilities in Australia for travellers to obtain passports, documents of identity and visas at all the ports of embarkation for overseas, and there is therefore no necessity for applicants to make special journeys for the purpose. The practice is also followed of granting visas with the least possible delay.

D. *Control at Frontiers.*

This matter does not affect Australia.

With regard to Sections 3 and 4 and the Annex, the position is still as indicated in the Australian Government's letter of August 26th, 1928.¹

¹ Document C.133.M.48.1929.VIII.

AUSTRIA

[Translation.]

January 6th, 1937.

The Austrian Government, as already stated in its letter of September 29th, 1928,¹ had — even before the Second Passport Conference — adopted most of the regulations which were later the formulated recommendations in the Final Act of the Conference on May 18th, 1926.

Only the recommendation concerning the duration of the validity of visas could not be applied; the latter are — it is true — granted in Austria for one year only, but as they are generally applied to foreign passports in the form of stamps of different colours, their issue is considerably facilitated.

In the meantime, a new formula for passports has been issued, in which the words “*République d’Autriche*” (*Republik Oesterreich*) are replaced by “*Autriche*” (*Bundesstaat Oesterreich*). Account is thus taken of the change which has taken place from the point of view of constitutional law.

As in the past, the fee charged for the issue of passports is not fiscal in character.

The efforts to increase the number of States in respect of which visas were abolished, have been continued. On the strength of reciprocal agreements, the nationals of the following States may enter and leave Austria without a visa, merely on the presentation of a valid national passport:

Albania, Belgium, Brazil, Great Britain and Northern Ireland, Czechoslovakia, Cuba, Danzig, Denmark and Iceland, Estonia, Finland, France, Germany, Hungary, Irish Free State, Italy, Japan, Liechtenstein, Luxemburg, Monaco, Netherlands, Norway, Panama, Portugal, Sweden, Switzerland, Uruguay, Vatican City. As regards Greece, the nationals of both countries, as the result of a reciprocal agreement, do not require transit visas.

¹ Document C.133.M.48.1929.VIII.

The States enumerated above likewise allow Austrian nationals — with certain exceptions relating to colonies and other overseas possessions — to enter their territory without a visa.

Belgian nationals may, however, enter and leave Austria without a visa, whereas Austrians are still obliged to have their passports visaed before being admitted to Belgium.

The Austrian Federal Government is still, as formerly, doing all in its power to simplify the procedure of issuing passports and visas, particularly in the interests of the tourist traffic.

BELGIUM

[*Translation.*]

September 14th, 1936.

In accordance with the recommendations adopted by the Passport Conference held at Geneva in 1926, the Belgian Government issues to its nationals passports which are valid for all foreign countries for periods of three months or two years.

The passport for three months consists of fourteen pages, and that for two years of thirty pages.

The stamp duty for the issue of these documents is at present 50 Belgian francs for the three-month passport, and 200 Belgian francs for the two-year passport.

As a result of agreements concluded with foreign Governments and based, in general, on the principle of reciprocity, nationals of France, Luxemburg, Monaco and the Netherlands do not require passports or visas in order to enter Belgium.

However, the persons concerned must carry an official document of identity, stating their nationality and bearing a recent photograph.

With a view to encouraging tourist traffic, officials of the Belgian Foreign Office issue what is known as a tourist card to nationals of the above countries, to enable them to enter the country. The price of the card is 1 belga — *i.e.*, 5 Belgian francs ; it is valid until December 31st of the year of issue.

Subjects of the countries mentioned below do not require a Belgian Consular visa, and are allowed into the country on the production of a valid national passport :

South Africa, Australia, Great Britain and Northern Ireland, Canada, Cuba, Czechoslovakia, Denmark and Iceland, Ecuador, Finland, Italy, Japan, Newfoundland, New Zealand, Norway, Portugal, Principality of Liechtenstein, Spain, Sweden, Switzerland, United States of America, and the Vatican City.

Finally, likewise with a view to encouraging tourist traffic, the Belgian Government authorises the issue of collective visas

at reduced prices for persons travelling in groups, who, on account of their nationality, are obliged to obtain Belgian Consular visas.

The fee charged for issuing a collective visa is based on the number of persons travelling in a group, and amounts, per person, to one-tenth of the individual fee, with a minimum total charge of 15 belgas.

**UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND**

December 15th, 1936.

A. Issue of Passports.

1. *Type of Passport.* — The United Kingdom form of passport is the “international” type recommended.

2. *Duration of Validity.* — United Kingdom passports are valid for five years and are renewable for a further five years.

3. *Extent of Validity.* — In almost all cases, United Kingdom passports are made valid for the British Empire and all countries in Europe. They are endorsed as valid for additional groups of countries where desired and where circumstances permit.

4. *Fees.* — The fee for a United Kingdom passport valid for five years is 15s. and for renewal for a further five years, 10s. The average cost over the period of ten years is thus 2s. 6d. per annum.

B. Visas.

His Majesty's Government in the United Kingdom carry out the recommendations in paragraphs (3), (6) and (8) and in the second sub-paragraph of paragraph (10). With regard to the other paragraphs, the position is as follows :

(1) His Majesty's Government agree in principle and they have, as far as they consider desirable, concluded agreements for the abolition of visas. Entrance and transit visas have been treated alike.

(2) No objection is ordinarily raised to foreign passengers proceeding ashore during the stay of their ship in port (whether in possession of visas, where normally required, or not). They are, however, required to leave again on the same ship on which they arrived, and are not permitted to prolong their stay in order to proceed by another ship or by another route unless

specific leave to do so is granted. Aliens who arrive in possession of "in-transit" visas are required to comply with the conditions of the visa.

(4) In view of the regulations governing the entry of aliens into the United Kingdom the necessity for a journey to this country must ordinarily be disclosed by the applicant for a visa.

(5) His Majesty's Government give effect to the whole of this recommendation with the exception that the period of the validity of a visa is restricted to one year.

(7) The practice of His Majesty's Government is to charge 10 francs (gold) and 1 franc (gold) for ordinary and transit visas respectively, both valid for one year, except in cases where foreign Governments charge a different fee for visas granted to British subjects. In such cases, His Majesty's Government charge a reciprocal fee. His Majesty's Government do not charge a lower fee (such as 5 francs (gold) suggested in the recommendation) for a single journey visa.

(9) His Majesty's Government do not act on this recommendation but, in general, prefer to deal with individual cases as they arise.

(10) His Majesty's Government do not act on the recommendation in the first sub-paragraph. It is, however, their practice to transfer free of charge to a new passport an existing valid visa on an expired passport for the unexpired period of the original visa.

C. Facilities for obtaining Passports.

The facilities provided by His Majesty's Government are ample and expeditious. In the great majority of cases, passports may be obtained through the post and there is no necessity for the applicant to appear in person.

D. Control at Frontiers.

This section appears to concern primarily those countries into which entry is made by train. There is only one route by which entry into the United Kingdom may be regarded as taking place in this way, namely the sleeping-car portion of the Dunkerque-Dover train ferry service. In this case, the examination takes place on the arrival of the train at the London railway terminus so that passengers shall not be disturbed during the night. On the short sea-crossings from France (Calais-Dover and Boulogne-Folkestone) the examination of as many passengers as possible is conducted during the crossing, and this practice is also followed in the case of some of the large

transatlantic liners calling at French and Irish ports *en route* to the United Kingdom when the number of passengers renders this course desirable. In all other cases, the examination of passengers takes place immediately on their arrival in the United Kingdom at the port, and every effort is made to effect this with as little delay and inconvenience as possible. It is understood that the examination of baggage by the Customs authorities invariably takes place either at the port or, in certain circumstances, on arrival in London.

It should be added that, in the case of the United Kingdom, the foreign passengers themselves, and not merely their passports, have to be examined before permission can be given them to proceed. This course is rendered necessary by the requirements of the Aliens Order, 1920, under which no alien may land in the United Kingdom from abroad except with the leave of an Immigration Officer.

Annex to the Final Act.

His Majesty's Government have adopted all the suggestions in the Annex. As regards family passports, however, the practice of His Majesty's Immigration officers is to accept this form of document as satisfactory evidence of the nationality and identity of any member of the family whose name and photograph appear thereon, whether the person is accompanied by the head of the family or not.

BULGARIA

[Translation.]

November 23rd, 1936.

The new law on passports has simplified, in so far as possible, the police formalities connected with the passports of foreigners coming to the country for a visit or as tourists. Travellers of both these categories get the benefit of a consular entrance visa free of charge ; and their registration by the police authorities of watering-places and holiday resorts is carried out without payment of a fee for identity cards, and without the necessity of providing photographs for those cards. The formality of a police visa for leaving the country has also been dispensed with in the case of such foreign travellers.

The tourist visa gives the right to a reduction of 50% in the fares on Bulgarian State railways.

Foreigners travelling on a foreign boat have the right, on arriving in one of the Bulgarian ports on the Black Sea, to remain in the country for five days on the presentation of a certified list by the captain of the ship to the port authorities.

The same law also provides many facilities for travellers going from Bulgaria to foreign countries, in particular by simplifying formalities and reducing fees for the issue of passports, abolishing the obligation to present a certificate to the taxation authorities, etc. Further, in order to encourage tourist traffic and to facilitate the travels of Bulgarians wishing to visit foreign countries for tourist purposes, the new law on passports has established "group passports". Their moderate price places them within the reach of all classes of tourists.

CANADA

April 29th, 1937.

The practice existing in Canada is so nearly identical with the recommendations adopted by the Passport Conference that it was not necessary at the time to take any measures to give effect to the recommendations.

Regarding the fee charged for passports, it is stated to be practically the same as that in existence previous to 1914.

In relation to the tourist traffic, it is gathered that the existing regulations call for passports to be presented only by immigrants and not by tourists.

Most of the tourists entering Canada come from the United States of America and the United States tourists do not carry passports.

In the case of tourists coming from the United Kingdom and from most, if not all, of the European countries, they require passports to return home, hence they carry the said documents and usually present them to the Canadian Immigration Officials, although they are not necessary, according to the Canadian regulations.

CHINA

February 22nd, 1937.

The Chinese Government is in favour of the views expressed in the recommendations of the Passport Conference of 1926. It has long ago granted, on the basis of reciprocity, to nationals of other countries facilities for the passage of frontiers, which are in conformity with the spirit of the recommendations.

Facilities to be granted.

A. *Issue of Passports.*

(1) The type of passport adopted by the Chinese Government is identical with the model recommended by the Passport Conference and its full particulars are as follows :

(a) Passports are made of paper of high quality bearing filigrams in order to prevent forgery ;

(b) Each passport has sixteen pages, each of which is numbered ;

(c) The cover of passports bears the name of the country which issues them. The names of their bearers, their destination, the routes of journey, etc., are mentioned in the passports. Each passport has its number ;

(d) Visas are given by the competent passport authorities in case the applications are made in China and by the diplomatic or consular authorities in case the applications are made abroad ;

(e) Stamps affixed to passports occupy only very small spaces but can be easily seen.

(2) The duration of the validity of passports is three years.

(4) The fee charged for the issue of a passport is two Chinese dollars and a reduction of 50% is granted for students or workers.

B. *Visas.*

(1) In China, as in many other countries, entrance and transit visas are required, but the formalities for obtaining them are simple.

(2) Travellers who pass in transit through China are allowed to stay in the country, provided they have obtained the necessary visas ; the formalities for obtaining such visas are similar to those existing in other countries.

(3) The Chinese Government has promulgated “ Regulations governing the Examination of Passports of Foreigners at their Entry into China ” and “ Rules for the Application of these Regulations ”. Any foreigner entering China must observe them.

(4) The validity of the duration of either entrance or transit visas is one year. During the validity of these visas, the number of entries into China is not limited.

(5) Owing to the existence of certain treaties between China and foreign countries at present, foreigners who are granted either entrance or transit visas are only entitled to stay in “ treaty ports ”.

(6) With the exception of cases dealt with according to the principle of reciprocity, the fee charged for a visa is 10 Chinese dollars, which amount does not exceed that suggested by the Passport Conference.

C. *Facilities for obtaining Passports and Visas.*

The Chinese Government has made the formalities for obtaining passports and visas as simple as possible in order to give facilities to travellers.

D. *Control at Frontiers.*

The control of passports at frontiers (land, water or air) is carried out by the local Chinese administrative authorities, but the formalities of control are very simple.

DENMARK

[*Translated from the Danish.*]

January 4th, 1937.

In a communication dated November 22nd, 1928,¹ the Danish Government gave the League of Nations Secretariat particulars of the arrangements made up to that time regarding the recommendations of the Passport Conference. The following supplementary information may now be given :

As regards No. 1 of the recommendations, regarding facilities for crossing frontiers, reference may now be made to the attached ² circular of the Ministry of Justice, dated May 3rd, 1934, concerning the issue of " joint " passports (*foellespas*) for Danish subjects.

An Agreement has been concluded between Denmark and Germany with regard to journeys in virtue of " joint " passports for Danish and German nationals when travelling as tourists between those countries. Such " joint " passports need not be visaed by the authorities of the country which the tourist is entering.

Under the attached ² Order No. 181, of May 21st, 1930 (see Notice No. 2, also attached,² dated January 2nd, 1933, issued by the Ministry of Justice), Finnish, Icelandic, Norwegian and Swedish nationals are allowed to enter Denmark from Swedish ports (including airports) by the routes Kullen-Malmö to Elsinore or to Copenhagen, or the airport there, or from Simrishamn or Ystad to Bornholm, or from the port or airport of Gothenburg to Fredrikshavn or to the port or airport of Copenhagen, without possessing a passport or other identification paper, and may remain in Denmark for not more than three months.

In accordance with the attached Circular No. 64,³ dated May 29th, 1929, issued by the Ministry of Justice, an Agreement

¹ Document C.133.M.48.1929.VIII.

² These documents may be consulted in the archives of the Secretariat.

³ This circular may be consulted in the archives of the Secretariat.

has been reached between Denmark, Iceland, Finland, Norway and Sweden, to the effect that nationals of one of those countries may enter the others without possessing a passport, provided only that they hold a so-called "Northern travelling-card" (*Nordisk Rejsekort*).

This travelling-card is issued, not only by the ordinary passport-issuing authorities, but also by parish officers (*sognefogeder*) and post offices. It costs 25 øre, and is valid for six months. For a stay in Denmark of more than three months from the time of entry, however, a permit of residence is required.

In accordance with a decision of the Ministry of Justice, Finnish, Norwegian and Swedish nationals may enter Denmark without a passport or travelling card if they possess a motor-vehicle driving licence, provided that such licence indicates their nationality, or that in the circumstances the licence-holder may be assumed to be a Finnish, Norwegian or Swedish national, as the case may be. The persons concerned need not have a motor-vehicle with them.

At a Conference between Denmark and Germany held at Lübeck on May 22nd-25th, 1929, an Agreement was concluded to the effect that Danish and German nationals, wherever they live, may enter or leave their countries via the Gedser-Warnermünde ferry, provided only they have an "excursion" card. This card, which is valid for three days, is issued for a fee of 10 øre or Reichspfennig. The area covered by "excursion" cards in Denmark is Zealand, Lolland, Falster and Møen.

There is a similar excursion traffic across the land frontier and in the Flensburg Fjord. The excursion area here on the Danish side includes the provinces of Tønder, Aabenraa and Sønderborg.

With reference to the recommendations under II B, regarding visas, it may be remarked that, since the communication of November 22nd, 1928, Denmark has concluded an Agreement for the abolition of visas with Czechoslovakia, Danzig, Estonia, the United States of America and Siam.

Lastly, the object of the Government's policy is that the control of passports and visas should be carried out in the most rapid and convenient manner possible in the case of genuine tourists.

ESTONIA

[*Translation.*]

January 11th, 1937.

Since the Estonian Government's letter of November 16th, 1928,¹ the following changes have been made in the passport system in Estonia :

A. *Issue of Passports.*

2. The duration of validity of passports for foreign countries has been extended, by a Law of June 12th, 1930, from one year to five.

B. *Visas.*

(7) As visa fees have undergone considerable change, the Minister takes the liberty of enclosing a new list (see Appendix) of the fees now charged, by the Estonian authorities concerned, on the basis of reciprocity.

(10) Compulsory exit visas have been abolished by the Regulation of July 11th, 1930, relating to frontier traffic and the residence of foreigners in Estonia.

With regard to possible improvements in the standard international passports, the practice of entering surnames and Christian names of passport-holders in English roundhand, instead of in the Roman characters formerly used, has been introduced.

Appendix.

RATES OF VISA FEES PROVIDED FOR BY RECIPROCAL AGREEMENTS.

1. *Germany.* — Visas have been abolished since May 15th, 1929, except for collective passports, for which visas are granted free of charge.

¹ Document C.133.M.48.1929.VIII.

2. *Argentine.* — Entrance visa and transit visa : 5 gold pesos.
3. *Austria.* — Visas have been abolished since April 1st, 1929, except for collective passports, for which visas are granted free of charge.
4. *Belgium.* — Entrance visa allowing two days' stay : 5 belgas ; transit visa not allowing holder to stay in the country : 1.50 belgas ; visa for several journeys, valid for one month : 7.50 belgas ; for three months : 15 belgas, and for one year : 30 belgas.
5. *United Kingdom of Great Britain and Northern Ireland.* — Entrance visa : 10 gold francs ; transit visa : 1 gold franc. Entrance and transit visas are valid for several journeys in the course of one year.
6. *Denmark.* — Visas have been abolished since April 1st, 1932.
7. *Danzig.* — Visas have been abolished since September 1st, 1935.
8. *Egypt.* — Entrance visa : 10 gold francs ; transit visa 1 gold franc. Entrance and transit visas are valid for several journeys in the course of one year.
9. *United States of America.* — Visas free of charge for several journeys in the course of one year ; for immigrants : 50 gold francs.
10. *Finland.* — Visas have been abolished since June 1st, 1929, except that visas are required, and granted free of charge, for collective passports. For frontier traffic, a special system has been established making foreign passports unnecessary.
11. *France.* — Entrance visa for several journeys in the course of a year : 10 gold francs ; transit visa : 1 gold franc.
12. *Italy.* — Visas have been abolished since April 1st, 1923.
13. *Japan.* — Visas have been abolished since May 1st, 1929.
14. *Latvia.* — Visas have been abolished since December 1st, 1925. For frontier traffic, a special system has been established making passports unnecessary.
15. *Lithuania.* — Visas were abolished by an agreement dated May 24th, 1937.
16. *Liechtenstein.* — Visas have been abolished since June 1st, 1929.
17. *Luxemburg.* — Entrance visa : 10 gold francs ; transit visa : 1 gold franc.
18. *Norway.* — Visas have been abolished since March 1st, 1931.

19. *Netherlands*. — Visas have been abolished since April 1st, 1923, except in the case of persons travelling in the Netherlands colonies, to whom visas are granted free of charge.

20. *Poland*. — Entrance visas for a single journey : 15 gold francs ; for several journeys in the course of one year : 23 gold francs ; visas for collective passports (at least ten persons in each group) : 3 gold francs for each person mentioned on the passport ; transit visas for a single journey : 1.50 gold francs ; for a journey with a collective passport (at least ten persons in each group) : 0.60 gold franc for each person mentioned on the passport ; for two journeys : 3 gold francs ; for two journeys with a collective passport (at least ten persons in each group) : 1 gold franc per person ; for several journeys in the course of one year : 8 gold francs.

21. *Roumania*. — Entrance visa for a journey lasting thirty days : 10 gold francs ; transit visa allowing for a stay of 48 hours : 5 gold francs, and for an unbroken journey : 1 gold franc ; for collective passports (ten persons) : half the fees mentioned above per person ; for collective passports of sports teams of at least ten persons : 20 gold francs.

22. *Sweden*. — Entrance visa for a single journey or several journeys in the course of one year : 5 gold francs ; transit visa : 1 gold franc.

23. *Switzerland*. — Visas have been abolished since June 1st, 1929.

24. *Czechoslovakia*. — Visas have been abolished since July 1st, 1929, except for collective passports, for which visas are granted free of charge.

25. *Turkey*. — Entrance visa : 5 Turkish pounds ; transit visa : 2 Turkish pounds ; visas for collective passports : 0.50 Turkish pound per person ; visas for officers, soldiers, students and school-children, and for paupers, are issued free of charge.

26. *Union of Soviet Socialist Republics*. — Entrance visas and transit visas : 30 gold francs.

UNITED STATES OF AMERICA

February 11th, 1937.

SECTION 1. — GENERAL QUESTIONS.

I. *Passport Regime.*

The recommendations of the League of Nations that the passage of frontiers should be facilitated by means of bilateral agreements or agreements between more than two countries has been noted. The United States Government has made arrangements with its two neighbours, Canada and Mexico, to facilitate the examination of passengers on through trains crossing the international borders. These facilities are now in effect and have proved themselves to be of considerable assistance to international border travel, as far as the United States and its two neighbouring countries are concerned.

A. *Issue of Passports.*

There is given below a statement of the extent to which the recommendations adopted by the Conference have been followed in the issue of American passports.

No. 1. — *Type of Passport.* — The following is a comparison of the practice of the American Government in issuing passports with the procedure for the issue of passports (international type) recommended by the Conference :

International Type of Passport.

Booklet bound in cardboard, 4 $\frac{1}{8}$ inches by 6 $\frac{1}{8}$ inches, 32 numbered pages (28 pages for visas).

Cover should bear the name of the holder (at the top), the coat of arms (in the centre), the word " *Passport* ", the name of the country issuing the passport and the serial number of the passport.

American Passport.

Booklet, 3 $\frac{3}{4}$ inches by 6 $\frac{1}{8}$ inches, 32 numbered pages (26 pages for visas).

Cover shows serial number through slot at top, the word " *Passport* ", coat of arms and words " *United States of America* ", omitting only the name of the holder.

International Type of Passport.

Language. — Should be drawn up in at least two languages — *i.e.*, in the national language and in French.

Personal description :

Name.
Date and place of birth.
Occupation.
Domicile.
Height.
Face.
Colour of eyes.
Colour of hair.
Distinguishing marks.

Renewals. — A full page should be left for renewals immediately following the page on which the period of validity is shown.

Family Passports. — Head of family may travel alone with such a passport but it cannot be used by his wife and children travelling without him.

Additional Pages. — When all of the pages of a passport have been used, it should be withdrawn and a new passport issued. Additional pages or slips should not be used.

Miscellaneous Entries. — Sufficient space should be provided for full name of the holder.

Christian names and surnames should be written either in block capitals or what is known as English roundhand.

Surname should be underlined.

Personal Description of Wife and Children. — The international passport provides space for a complete personal description of the wife whose name is included in the passport of her husband.

In the case of minor children included in the passport, the age and sex is given.

It will be seen that the American passport conforms in most particulars to the "international" model. It differs mainly with respect to description of the persons included in the holder's

American Passport.

English only.

Same, except that there is no space for mention of shape of face or domicile.

Same.

This Government interposes no obstacle to the use of a family passport by a wife or children included therein.

The Department and consuls abroad occasionally insert additional pages.

Space in an American passport is sufficient generally only to show Christian name, middle initial, if any, and the surname.

American passports are at present written by special passport writing machines instead of by longhand.

This is not done.

The American passport is deficient in this respect. It has space for the name only of the wife (in addition to her photograph) and the names of the children (and their photographs).

passport, the language of the text, the name on the cover, and the fact that the entries are made on the passport by machine instead of by longhand.

No. 2. — *Duration of Validity.* — An American passport is valid for two years from date of issue unless limited for a shorter period and may be renewed for a period of two years, but the final date of expiration shall not be more than four years from the original date of issue.

No. 3. — *Extent of Validity.* — All American “regular” passports bear the printed notation that the passport is “good for travel in all countries, unless otherwise limited”.

No. 4. — *Fees.* — The following fees are required by law for the issue of an American passport.

Nine dollars for the passport and one dollar for the execution of an application therefor: Total 10 dollars. This sum exceeds the cost of the manufacture of the document and of its issue. A fee of five dollars is charged for the renewal of a passport.

Convention entered into at Buenos Aires in 1935 relative to the creation of a Pan-American Tourist Passport.

The Pan-American Commercial Conference held at Buenos Aires, Argentine, in 1935, adopted a Convention relative to the creation of a Pan-American tourist passport. The Convention contains a definition of a tourist and calls upon the signatory Governments to adopt a Pan-American tourist passport which shall be valid in all countries signatory of the Convention. Each of the signatory States has the right to issue the passport to its native born or naturalised citizens as well as to those of the other signatory countries with previous verification by the competent authorities of the economic solvency and moral character of the persons concerned, the document to be issued free of charge. The Convention also calls for the elimination of taxes as applied to tourists and provides that visas are to be issued gratis and may be issued without requiring the presence of the interested persons.

The delegation of the United States, while viewing with sympathy the efforts which the countries of America were making to establish the terms of a Convention which has as its object the providing of facilities for the movement of tourists, native born and naturalised, of each of the countries, regretted not being able to subscribe to the Convention. However, the delegation took advantage of the opportunity to make a formal statement indicating the willingness of this Government to enter into bilateral agreements, with each and every one of the countries represented at the conference, to reduce to the minimum and even to suppress fees, visas and the requirement of passports and other formalities.

It was pointed out that arrangements have been made between the United States and several countries, members of the Pan-American Union, by which passport visa fees are waived, and in some instances all passport requirements abolished. The delegation stated that the United States was favourably disposed to any measure consistent with our national legislation which might encourage a greater development of tourist travel among the American nations.

B. *Visas.*

1. With reference to the recommendation for the abolition of entrance and transit visas, the United States Government is required by the Immigration Act of 1924 to require immigration visas as a prerequisite to the entry of all aliens into the United States for permanent residence. There is no legal authority, therefore, for dispensing with immigration visas, which have been considered by the Congress as necessary for the proper control of immigration. As regards the requirement of passport visas or transit certificates, for persons coming to the United States as temporary visitors or in transit, there is also a general requirement that non-immigrants must present passport visas or transit certificates in order to enter the United States. This requirement is provided for in Executive Order No. 6986 of March 9th, 1935, and is based on the provisions of the Act of May 22nd, 1918, as extended by the Act of March 2nd, 1921. However, there are certain exceptions provided in the Executive Order, which relieve certain classes of aliens from the requirement of passport visas or transit certificates. These classes include through passengers on vessels in United States ports, children born of parents holding valid passport visas or transit certificates, persons already admitted into the United States who go in transit from one part of the United States to another through foreign contiguous territory, and non-immigrants who are nationals of certain nearby countries, islands or territories of the western hemisphere.

Persons coming within the last-mentioned groups are not required to present passports, visas or transit certificates in order to enter the United States temporarily.

2. As regards facilities for travellers to break their journey in the United States even though their passports bear no transit visa, it should be noted, as stated above, that citizens of the principal countries and territories neighbouring the United States do not require passport or visa documentation in order to visit the United States. Nationals of other countries are required to present at the port of entry, in order to visit the United States, either passport visas or transit certificates with

the minor exceptions noted above, such as passengers on vessels who land at United States ports while the vessel is calling at such ports.

3. As regards the jurisdiction of American diplomatic and consular officers, the United States Government has adopted a liberal policy towards the acceptance of visa applications by its officials abroad. Such applications are usually made in the district of the applicant's domicile, but if good reason can be shown for making such application in another country or consular district, there is usually no difficulty in the acceptance of the applications. As to the recommendation that applicants for transit visas should not generally be required to appear in person, it may be stated that, under United States consular regulations, applications for transit certificates are made under oath and that, consequently, the personal appearance of the applicant will be required, except in the case of minor children under 18 years of age, where the application may be made by either parent or by a properly qualified guardian. Special provision is made for dispensing with the personal appearance of duly qualified applicants for diplomatic or official visas.

4. With reference to the recommendation that the necessity of the journey need not be proved by visa applicants in any but exceptional cases, the following comment is made: As regards applicants for immigration visas, the emphasis is laid by consular officers, not on the necessity for the journey, but as to whether the applicant is admissible into the United States under its immigration laws — that is, that he does not belong to one of the many classes of aliens enumerated by law whose entry into the United States is prohibited. If an immigrant can establish his admissibility under the law, there is no further requirement that he prove the necessity for his journey.

As regards non-immigrants, the situation is somewhat different, since the alien must in this case prove that he has a permanent domicile abroad which he has no intention of abandoning, and that he is coming to the United States temporarily as a tourist or for business or pleasure. Here again, stress is not laid upon the necessity for the journey. The stress is laid, however, upon the temporary character of the journey and the intention of the applicant to return abroad after its completion to an unrelinquished foreign domicile.

5. As to the recommendation that both entrance and transit visas should be valid for a period of two years, the Immigration Act of 1924 requires that an immigration visa may not be valid longer than a period of four months. In practice, immigration visas are generally issued for the full four-month period. As to passport visas for temporary visitors,

American consular officers are authorised to issue such visas with a validity of one year, and good for any number of entries into the United States during that one-year period. In special circumstances, the validity of such visas may be shortened, but, generally speaking, they are valid for the full one-year period. As to transit certificates, this type of authentication is valid only for one trip through United States territory, and the approximate time of entry and departure for such trip is stamped upon the transit certificate.

In the cases of aliens having passport visas or transit certificates, the validity of such visa or certificate is made contingent upon the validity of the passport or document of identity held by the alien.

The length of time during which a non-immigrant may be permitted to reside in the United States after his entry is a question quite separate from the length of validity of the visa or transit certificate. This question is determined by the immigration authorities at the port of entry, who usually permit a temporary residence in the United States of six months or one year, with the possibilities for extending such period for good reasons.

The Department of Labour places a maximum limit of sixty days upon aliens who enter the United States with transit certificates before they are required to depart from the United States. Normally, however, holders of transit certificates are expected to depart with reasonable promptness upon the completion of their transit journey through the United States.

6. The recommendation of this section is in complete effect in the United States — that is, visas of all types are valid at all border or seaport points of entry.

7. As to the visa fees recommended, as well as to the recommendation that these fees be reduced by mutual agreement, the situation is as follows : A fee of 10 dollars is charged uniformly and without exception under the authority of the 1924 Immigration Act, for all immigration visas issued to aliens coming to the United States for permanent residence. As regards passport visas, the normal charge in this case is also 10 dollars, although, under the Act of February 25th, 1925, the American Government has been authorised by Congress to conclude bilateral agreements with all countries for the purpose of the reciprocal waiver or reduction of passport visa fees to aliens who are nationals of the one country visiting the other country.

Up to the present time, on the basis of this, the United States Government has concluded agreements with thirty countries for the complete waiver of the fee for passport visas between the two countries. These countries are as follows :

Albania	Guatemala	Mexico
Belgium	Honduras	Netherlands
Colombia	Iceland	Nicaragua
Costa Rica	Iran	Norway
Czechoslovakia	Italy	Panama
Danzig, Free City of	Japan	Peru
Denmark	Latvia	Salvador
Ecuador	Liberia	Siam
Estonia	Liechtenstein	Sweden
Finland	Luxemburg	Switzerland

In addition, an arrangement has been entered into between the United States and Hungary for the waiver of fees for passport visas until March 31st, 1937. The question of extending the arrangement will be taken up in due course.

The United States Government has also concluded agreements with the following countries for a reciprocal reduction of the passport visa fee to the amounts indicated for each country named :

	Dollars
Austria	2.00
Bulgaria	2.00
Chile	4.00
China	2.50
Egypt	2.00
France (second year, gratis)	2.00
Germany	0.50
Lithuania	5.00
Poland	4.00
Spain	1.50
Venezuela	2.00
Yugoslavia ¹	2.00

The United States Government has approached all Governments in the world with which it has diplomatic relations for the purpose of effecting such agreements for the reduction or waiver of passport visa fees, and it should be noted that, in the cases of all countries not listed above, the country in question has declined to enter into such form of agreement.

As regards transit certificates, the United States Government issues such certificates gratis in all cases. It should be noted that the various agreements made by the United States Government for the waiver or reduction of passport visa fees refer

¹ Similar agreements are in process of negotiation with the United Kingdom, the Irish Free State, and the Union of South Africa, to be effective April 1, 1937, covering a reciprocal reduction of passport visa fees to 2.00 dollars. .

to nationals of the countries making the agreements. It should be also noted that citizens of a number of countries near the United States do not require passports or visas in order to enter the United States temporarily. The question of fees in these cases therefore does not arise.

9. The recommendation that provisions for the waiver or reduction of passport visa fees should be made in public official regulations is in complete harmony with the practice of the United States Government.

10. As regards the recommendation that, in exceptional cases, a fresh visa should be granted gratis in case a visa expires before it has been used, the United States Government has no authority under the law to make such an arrangement. It should be noted, however, that the general period of validity of both immigration visas and passport visas is a generous one and that such visas would consequently expire before their use only in very exceptional cases.

C. Facilities for the obtaining of Passports and Visas.

It is noted that the conference recommends that the issuance of passports, documents of identity and visas should be organised in such a manner as to simplify formalities and that travellers and immigrants should be spared long and costly journeys. It also recommends that visas be delivered within the shortest possible time.

With reference to the above recommendations, it is believed that the United States Government provides ample facilities for the expeditious issuance of passports, either in the United States or in American missions abroad, to American citizens who are duly qualified to receive them. As to the issuance of visas, there is generally no delay whatever in the issuance of such visas to duly qualified applicants except in instances, as regards immigrants, where quota numbers under the prescribed immigration quotas are not immediately available. In such cases, however, telegraphic communication may be used between the issuing office and the quota control office, so that, unless the quota in question is filled, the delay in such cases may be reduced to the time necessary for an exchange of telegrams.

D. Control at Frontiers.

The situation of the United States, as regards its frontiers, is somewhat different from most European countries and even from the majority of countries in the western hemisphere.

The United States has only two borders which divide it from the two neighbouring countries of Canada and Mexico.

Visa control formalities at these borders are in the hands of a number of immigration offices established by the Department of Labour at many convenient points of entry, either by rail or by road. Generally speaking, the organisation of these offices is such that careful regard has been given to the convenience of passengers and the delays to which duly qualified aliens are subjected in connection with their entry into the United States are reduced to an absolute minimum. This is, of course, made more feasible by the fact that all immigrants are required to be in possession of immigration visas when they come to the border, and that visitors coming from countries other than certain specified neighbouring countries are required to have passport visas issued to them previously at some American consular office.

Another facility provided for by the immigration officials at border points is the use of border crossing cards to persons habitually crossing the border, in order to save them inconvenience and delay after their first crossing has been effected.

The examination of documents held by aliens entering the United States at border points has been facilitated, in the cases of several of the principal railroad lines, by providing for the inspection of passengers on trains while such trains are in Canada.

SECTION 2. — QUESTIONS RELATING TO EMIGRANTS.

I. *Transit Card for Emigrants.*

This section apparently refers only to certain European countries, and it is consequently unnecessary to prepare a reply as regards the Government of the United States.

II. *Special Identity Documents for Emigrants.*

It is noted that the Conference has not made special recommendations as regards special identity documents for emigrants, and it is consequently not believed necessary to furnish any particular comment on this subject.

SECTION 3. — PERSONS WITHOUT NATIONALITY.

This section contains a recommendation that the League of Nations prepare and draft an arrangement based upon the principle of the introduction of an internationally recognised identity document. No comment appears necessary in regard to this section at the present time.

SECTION 4. — MISCELLANEOUS QUESTIONS.

No special comment appears to be called for under this section.

FINLAND

[Translation.]

December 21st, 1936.

SECTION 1.

A. *Issue of Passports.*

1. Finnish passports are of the international type.
2. Their maximum period of validity is five years.
3. The passports are valid for all countries.
4. The fees are comparatively moderate : 40 marks for six months, 60 marks for one year, and 140 marks for five years.

B. *Visas.*

1. Finland has attempted to abolish, on a basis of reciprocity, entrance and transit visas for the largest possible number of countries, and the results of those efforts can be seen in the attached list of countries (Appendix 1) with which arrangements to this effect have already been made.

2. The cases referred to in this paragraph are of no practical importance as far as Finland is concerned, particularly since visas have been abolished in respect of very many countries. Consequently, there are no special regulations for such cases.

3. The facilities mentioned in this paragraph can be granted under the Finnish passport system.

4. As a rule, a simple description in general terms of the object of the journey is sufficient (*e.g.*, touring, visiting relatives etc.).

5. All visas are valid for a period of three months from the date of issue. Transit visas give the right to a maximum stay

of five days, and other visas to a maximum stay of three months at any one time for a period of two years.

6. This is the case.

7. Visa fees are determined on a basis of reciprocity, and their amount is shown in detail in the attached list (Appendix 2).

8. See previous paragraph.

9. As the result of certain decrees, visas can be granted free of charge.

10. This is the case.

C. *Facilities for the obtaining of Passports and Visas.*

This recommendation has been followed in Finland as far as possible.

D. *Control at Frontiers.*

The case referred to does not concern Finland, since railway engines, and to a certain extent even the coaches, are changed at both the frontier railway stations in Finland, namely, Tornio and Rajajoki.

SECTION 2.

I. *Transit Card for Emigrants.*

Finland has ratified the Convention in question.

SECTION 3.

With regard to Russian refugees, Finland applies the Nansen passport system. There are no refugees coming directly from other countries, for the only possible means of communication with most other countries is by sea. For refugees coming across other countries, a visa on some kind of identification document is required.

SECTION 4.

If delegates or agents of the League of Nations are provided with a passport issued by a country with which Finland has agreed to abolish visas, they are, of course, allowed into the country without further formalities.

Appendix 1.

Visas have been abolished between Finland and the following countries since the date mentioned below :

Denmark and Iceland	December 1st, 1926.
Germany	June 1st, 1927.
Estonia	June 1st, 1927.
Latvia	June 1st, 1927.
Austria	August 1st, 1927.
Japan	April 1st, 1928.
Sweden	May 1st, 1928.
Czechoslovakia	May 15th, 1928.
Netherlands	June 1st, 1928.
Belgium	June 30th, 1928.
Norway	December 1st, 1928.
Liechtenstein	June 1st, 1929.
Switzerland	June 1st, 1929.
Italy	January 1st, 1930.
Poland (diplomatic visas only)	June 1st, 1930.
Danzig	August 1st, 1931.
Luxemburg	August 1st, 1933.
Hungary	May 1st, 1936.
Roumania (diplomatic vi- sas only)	January 1st, 1937.
France: Abolition of visas has been adopted for a provisional period from February 1st to October 31st, 1937.	

Appendix 2.

Nationality of the passport holder	Visa fees (in Finnish marks) for		
	Single journey	Several journeys	Transit journey
United States of America :			
Non-immigrants	free of charge	free of charge	free of charge
Immigrants	500.—	500.— ¹	—
Argentine	200.—	—	15.—
Brazil	240.—	—	120.—
United Kingdom of Great Britain and Northern Ireland with colonies and domi- nions	170.—	170.— ¹	10.—
Bulgaria	150.—	—	120.—
Chile	360.—	—	15.—
China	120.—	—	120.—
Egypt	140.—	140.— ¹	15.—
France	110.—	110.— ¹	10.—
Greece	160.—	—	160.—
Lithuania	70.—	70.— ¹	Free of charge for 4 days
Mexico	260.—	—	
Poland	220.—	430.—	20.—
Portugal	260.—	—	260.—
Roumania	180.—	—	35.— for an unbroken journey. 100.— for two days.
Spain	140.—	—	15.—
Turkey	250.—	—	70.—
U.S.S.R.	325.—	500.—	150.—
Yugoslavia	65.—	120.— ²	10.—
Russian refugees	140.—	—	70.—
Classes of passport holders not mentioned above	350.—	—	15.—

¹ Valid for one year.

² Valid for six months.

INDIA

December 1st, 1936.

The Government of India is applying the recommendations of the Passport Conference of 1926, as stated in its previous communication of October 9th 1928.¹

¹ Document C.133.M.48.1929.VIII.

IRAN

[Translation.]

July 9th, 1937.

A. Issue of Passports.¹

1. *Type of Passport.* — In Iran, there are ordinary, diplomatic and service passports.

2. *Duration of Validity.* — Ordinary Passports : (i) Passports issued for journeys from Iran to foreign countries and *vice versa* are valid for one year from the date of issue. Their validity may be extended for four more years, and the holder may travel more than once during that period.

(ii) Passports for frontier regions are issued to Iranians resident on the frontiers to enable them to travel between frontier points in Iran and those in adjacent countries, without distinction between land and sea frontiers, in accordance with the provisions of the frontier traffic Conventions concluded between Iran and adjacent countries, or with the sanction of the Iranian Government.

(iii) Passports issued to indigent Iranians resident abroad are valid for five years.

(iv) Students' passports are valid until the completion of the course of study, provided that they are annually visaed by the Iranian representative in or nearest to the holder's place of residence.

Diplomatic Passports : The period of validity of diplomatic passports is as follows :

(a) For officials of the Ministry of Foreign Affairs and persons entrusted by the Iranian Government with special missions abroad, until the completion of their mission ;

(b) For other persons, the period of validity will be stated on the passport itself ; it will in no case exceed one year, and can only be extended with the sanction of the Cabinet.

¹ See Appendix.

Service Passports: Service passports are valid until the completion of the holder's mission or journey.

They are issued to the following persons :

(1) Officials of consulates-general, consulates and vice-consulates, and members of their families ;

(2) Certain Government officials on mission abroad and members of their families ;

(3) Any person designated for the purpose by a Cabinet decree.

4. *Fees.* — In order to obtain a passport authorising him to travel abroad, the applicant must deposit at the Passport Office, against receipt, a sum sufficient to cover his return expenses and those of his companions from the country of destination to the place of issue of the passport. This deposit will be made either in cash, or in the form of an undertaking by a bank or commercial firm, or in that of a surety given by a third party, and will be used, if necessary, to pay for the applicant's repatriation by the Iranian representatives abroad. Should the applicant not require this sum in order to return to Iran, or should it be established that he has permanently settled abroad, or should he die, the deposit will be returned to him or his heirs, as the case may be, against receipt.

Government officials, Iranians domiciled abroad and students travelling under special regulations are not required to pay this deposit.

Pilgrims to Mecca must pay, in addition to the above-mentioned deposit, a sum of 50 rials to cover the cost of the medical and other assistance that they will receive from the Government. This sum, together with the deposit, will be handed to the Passport Office against receipt.

The fee for ordinary passports is 1 pahlavi ; at the expiry of the first year, however, the validity may be extended for four years on payment of $\frac{1}{2}$ pahlavi a year at home and free of charge abroad.

The fee for passports issued to inhabitants of places on the frontiers is 25 rials for one year, 15 rials for six months and 10 rials for three months.

Passports issued to indigent Iranians resident abroad, students' passports, diplomatic passports and service passports are all issued free of charge.

B. *Visas.*

Iranian nationals proceeding abroad or returning to Iran, other than persons living in the frontier regions and authorised to travel therein, must obtain a visa immediately on arrival or

on return to Iran, from the Iranian representative, in accordance with the passport regulations.

The granting of visas for the passports and papers of foreigners wishing to visit Iran is subject to the provisions of the law on the admission and residence of aliens, and the visa fee charged is fixed on the principle of reciprocity.

Should Iranian representatives abroad refuse to recognise the validity of the passport and certificate in the possession of an applicant for a visa, they may give him a special certificate for a specified period if there is nothing to prevent his return to Iran.

The fee for a visa on an ordinary passport authorising an Iranian national to return to Iran is 15 rials.

No visa fee is charged for diplomatic passports, service passports, students' passports, passports for indigent Iranians resident abroad and ordinary passports in general on arrival at destination, or for passports authorising the holder to travel from one foreign country to another.

The Government has power to reduce the passport and visa fees for Iranian nationals in any place abroad in which it may think fit to do so.

The agents of the Ministry for Foreign Affairs may grant a visa for an unlimited number of journeys to air-pilots, assistant pilots, chauffeurs, assistant chauffeurs, caravanmen and seamen, whether they are in possession of individual or collective passports, the following fees being charged :

For three months	20 rials
For six months	30 rials
For one year	40 rials

Penalties. — Any Iranian national entering or leaving Iran without being in possession of a passport will be required to pay, in addition to the fee for the passport he should have obtained, an equal amount as fine. If the offence is repeated, the offender will be sentenced both to a fine and to a term of imprisonment varying from one to six months.

Any Iranian national living abroad who fails to have the validity of his passport prolonged as provided by law, or to renew it, must pay as fine for non-prolongation, in addition to the passport fee, a sum of 10 rials for each year and, for non-renewal at the end of the fifth year from the date of issue, in addition to the fee, an equal amount.

Iranian nationals living abroad who, up to the date on which the present law came into force, have not renewed their passports will be exempted from payment of the fines due for previous years if they present themselves for renewal of their passports within the two years following that date ; otherwise, they must pay all the fines provided for by law in this connection.

The Ministry for Foreign Affairs, while taking into consideration the provisions laid down in the regulations, is authorised, where necessary, to exempt offenders from the payment of all or part of the fines in question or from any criminal proceedings which might be taken against them.

Any Iranian national who has not applied for the visas required by law shall pay a fine of 5 rials for each free visa not applied for and, for each paid visa, the visa fee plus an equal amount.

Iranians having previously emigrated through the frontier areas shall, on returning to Iran and during a period of two years thereafter, be exonerated from payment of fines and exempted from the proceedings to which they would be liable for not having obtained the regulation passport and visa.

Appendix.

No travel passport will be issued :

(a) To persons who have not attained the age of 18 years or who are under the guardianship or curatorship of another person, except with the latter's written permission ;

(b) To persons who have been denied the right to leave the country by a written court decision ;

(c) To persons who, being of military age, have not discharged their military obligations, unless they hold a travel permit issued by the recruiting authorities.

Family passports including the husband and/or wife and children under 18 may be issued on payment of a single fee. No passport will be issued to a wife alone or accompanied by her children under 18, except with the husband's permission.

No passport or visa will be issued to Iranian nationals living abroad who have reached the age of military service. In such cases, Iranian representatives will issue to them a free certificate for the return journey to Iran only, unless they are in possession of an exemption card. Similarly, Iranian representatives abroad will issue free certificates for the return of Iranian nationals to Iran when authorised to do so by the Ministry for Foreign Affairs.

Ordinary Passports.

The ordinary passport forms a 32-page booklet in a brown cover, measuring 14 × 10 cm.

Passports for the use of the inhabitants of frontier villages consist of a single loose sheet.

Seamen on boats and sailing-vessels plying to foreign ports whose crews do not exceed ten persons including the "Nakhoda" will be given a collective frontier passport showing the

name and number of the civil status record of each member of the crew. Seamen on large sailing-vessels or steamers whose crew, including the master, exceeds ten persons will be given an ordinary passport for each group of ten persons, showing the names of all the members of the crew and the number of each person's civil status record. An ordinary (collective) passport will be issued to the seamen on large sailing-vessels or steamers even when the crew, including the master, numbers less than ten.

Diplomatic Passport.

The diplomatic passport contains 32 pages. It is bound in a dark green cover and measures 15 × 11 cm.

Should the holders of diplomatic passports wish to be accompanied by the members of their families, the names of the latter will be shown on the passport.

If the children accompanying the above-mentioned persons are over 18 years of age, ordinary passports will be issued to them.

Service Passports.

The service passport is light blue in colour and resembles the diplomatic passport in shape.

* * *

Should foreign travellers whose passports have no transit visas issued by Iranian representatives arrive by air in Iranian territory and land at any Iranian aerodrome, the police officials attached to that aerodrome are authorised to issue a visa to them on payment of the statutory fee and subject to certain regulations.

IRISH FREE STATE

June 9th, 1937.

No important change has taken place as regards the issue of passports since April 1928, when the last enquiry was made.

The visa requirement has since been abolished in favour of citizens of Czechoslovakia. The other States whose nationals are admitted to the Irish Free State without a visa are :

The States of the British Commonwealth of Nations	Luxemburg
Austria	Monaco
Belgium	The Netherlands
Denmark	Norway
France	Portugal
Germany	San Marino
Italy	Spain
Liechtenstein	Sweden
	Switzerland

The " international " type of passport has been used in the Irish Free State since the issue of national passports was undertaken in April 1924.

ITALY

[Translation from the Italian.]

November 25th, 1936.

The passport system in force in Italy, from the point of view of the recommendations of the Second Geneva Conference of 1926, has already been studied in document C.133.M.48, published in 1929 by the League of Nations, which shows the effect given to the recommendations in question in different countries.

In addition, various measures have subsequently been adopted, in the interests of the tourist traffic in Italy :

1. Provision has been made for an extensive use of collective passports, which, as is known, replace ordinary individual passports and consist of a list of the names of the persons forming the groups. These documents are also accepted for the entrance of foreign groups into the Kingdom, on condition that they have been visaed by the proper consular authorities.

2. As a consequence of special agreements with Austria and Switzerland, Italy has adopted tourist passports, at special rates, for tourist traffic with those countries. These passports are issued exclusively for touring purposes, both to groups and individual tourists. They are valid for one month and cost 20 lire, inclusive. The use of these passports, confined on a reciprocal basis to Austria and Switzerland, has been extended to France, but without a special agreement and consequently not on a reciprocal basis, in view of the fact that France has for long time past charged a very moderate fee for tourist passports.

3. Likewise with a view to facilitating the entrance of foreign tourists into Italy, the frontier police authorities have been authorised to visa on the spot passports not provided with consular visas and belonging to subjects of States with which agreements providing for compulsory visas are still in force. Foreign visitors are thus saved from being turned back at the frontier when the absence of such a visa was noted, and spared the often very lengthy formalities with which they would

otherwise have had to comply in order to get their passports visaed by the Italian consular authority nearest to the frontier station.

4. Italy has granted facilities to foreigners, both in Italy and abroad, for making excursions and paying visits in the Italian frontier zone.

For this purpose, foreigners' passports are made valid for the frontier zones by a special declaration, stating the zone and sector, and entered in the passports in question by the Italian authorities in the Kingdom or abroad.

5. Further, exclusively in the frontier sector, use has for some time past been made of " five-day tourist cards ", which allow short excursions into the Italian provinces bordering on France and which are issued free of charge.

The Italian consular authorities in Nice, Grenoble, Chambéry, Menton and Monaco (Principality) issue these cards to foreigners living in France (except those for whom an entrance visa into the Kingdom is subject to the previous authorisation of the Royal Ministry for Foreign Affairs).

6. In order to facilitate excursions by French tourists to the Hospice of the Little St. Bernard, provisions exist authorising tourists to go there without passports. The authorisation is, of course, limited to that district. It is only valid in summer, from sunrise to sunset.

Finally, it should be added that the general instructions given to the frontier police are intended to ensure the rapidity of passport control formalities, which are carried out with all due courtesy.

JAPAN

[*Translation.*]

March 19th, 1937.

SECTION 1. — GENERAL QUESTIONS.

I. *Passport System.*

By virtue of a bilateral agreement, Japanese and Chinese nationals do not require a passport in order to enter each other's territory. Likewise, on a reciprocal basis, nationals of Japan and of "Manchukuo" may cross the frontiers between those two countries without passports.

II. *Facilities to be granted.*

A. *Issue of Passports.*

1. *Type of Passport.* — The form of passport at present in use in Japan conforms, more or less, to the "international type", except that the name of the holder is not shown on the cover. It has been decided to issue a better type of passport in the near future.

2. *Duration of Validity.* — The duration of validity of Japanese passports is not fixed. As a rule, they are valid from the time of the holder's departure from Japan until his return. As an exception to this rule, the special passport granted to persons obliged, for business or other reasons, to make frequent journeys between Japan and certain specified countries mentioned in a list published by the Ministry for Foreign Affairs is valid until the first return to Japan within three years from the date when the passport was granted.

3. *Extent of Validity.* — The fact that passports of the same type are granted both to emigrants and to non-emigrant travelers, and that it is necessary to examine the personal circumstances of each applicant according to the country of destination,

makes it impossible, for the moment, to grant passports which are valid for all countries of the world or for as large a number as possible of foreign countries.

4. *Fees.* — Fees for Japanese passports are as follows :

Territories	Passport for			
	Emigrants	Tourists	Frequent journeys	Renewal
	Yen	Yen	Yen	Yen
Mother-country	5	15	25	3
Kwantung . . .	—	15	—	—
Chosen	5	10	—	—
Taiwan	—	5	—	—
Karafuto . . .	—	10	—	—
South Sea Islands . .		Nationals of the mother-country 10 yen; natives 5 yen.	—	—

B. *Visas.*

1. The Japanese Government has adopted and largely follows the principle of abolishing entrance and transit visas on a basis of reciprocity by means of bilateral agreements. Such agreements are at present in force between Japan and the following countries :

Austria	Iceland
Belgium (not including the Congo)	Italy (not including colonies and protectorates)
Canada (excluding emigrants)	Latvia
Czechoslovakia	Liechtenstein
Denmark (not including Greenland)	Lithuania
Estonia	Netherlands (with colonies)
Finland	Norway
France (mother-country and Algeria)	Spain (with colonies, not including Morocco)
French Indo-China	Sweden
Germany	Switzerland
Hong-Kong	
Hungary	

2. In cases where foreigners are obliged to break their journey and make a temporary stay on Japanese territory, because of illness or for other valid reasons, special permission to land is

granted to them free of charge, even if their passport does not bear a transit visa valid for Japan.

3. As regards the suggested facilities in granting visas, the Japanese diplomatic and consular authorities abroad generally adopt such measures wherever possible.

4. By virtue of Ordinance No. 1 of the Ministry of the Interior, of January 1919, the diplomatic and consular authorities of Japan abroad are obliged, according to circumstances, for the purpose of verifying the conditions stipulated in that ordinance, to ask the applicant to explain the necessity of his journey.

5. The duration of validity of entrance and transit visas is one year from the day of issue. If the applicant does not enter the territory during that period, the visa lapses. During the period of validity, the entrance visa allows for an indefinite number of entrances, whereas the transit visa is only valid for a single journey. There is no limit to the time which may be spent in the country.

6. General regulations concerning the entrance of foreigners into Japanese territory are governed, in the case of the mother-country, by the Ministerial Ordinance of the Ministry of the Interior, and, in the case of the colonies, by Governmental ordinances of the Colonial Governments ; but the terms of these ordinances are almost identical and visas are valid for the colonies as well as for the mother-country.

7. The sum charged for visas is fixed at 10 gold francs for an entrance visa and 1 gold franc for a transit visa. The competent Japanese authorities abroad charge equivalent sums in foreign currency.

8. In principle, visa fees do not vary, but, in the case of nationals of States which fix the amount of visa fees at a considerably higher figure than that of Japan, the Japanese authorities charge, on the basis of reciprocity, sums roughly corresponding to those charged by the States in question. On the other hand, in cases where there is a special arrangement between Japan and the country of which the applicants are nationals, the Japanese authorities charge the agreed fees.

9. The fees to be charged for the visas mentioned above are laid down in the Ministerial Ordinance of the Ministry for Foreign Affairs, entitled " General Regulations concerning Fees charged by Diplomatic and Consular Authorities and Official Travel Allowances ", and the regulations relating to the rates of exchange for foreign currencies are laid down in a list annexed to the above-mentioned Ordinance.

10. A visa which has expired before it has been used, even for genuine and legitimate reasons, is no longer valid and its validity cannot be extended. For a new visa, the usual fee will be charged.

C. *Facilities for the obtaining of Passports and Visas.*

In 1928, the Japanese Government reformed, in a very radical fashion, the regulations relating to the obtaining of passports and visas, the formalities for which have been greatly simplified. Investigation into the antecedents, references, solvency, etc., of the person applying for a passport or visa, has been abolished, except in certain special cases. The Department of the Ministry for Foreign Affairs entrusted with the passport service endeavours to issue passports for tourists as rapidly, and with as accurate entries, as possible. The local authorities are then instructed to transmit them forthwith to the applicants. Passports for emigrants are dealt with by the local authorities of the ports of embarkation. In ports where many emigrants embark, officials from the Passport Department of the Ministry for Foreign Affairs assist the local authorities. With regard to visas for foreign travellers wishing to go to Japan, the Japanese diplomatic and consular authorities always endeavour to grant them as quickly as possible.

D. *Control at Frontiers.*

1. *Passport Control.* — In the case of Japan, this applies to the control of foreigners crossing the land frontiers between “ Manchukuo ” and the territory of Chosen.

(a) Control of foreigners on entering Chosen by train is carried out as follows, in order to facilitate their journey :

Police officials are sent to the frontier station of “ Manchukuo ” in order to carry out passport control in the trains while they are in motion ; or else advantage is taken of the time during which trains stop at the frontier station in order to do this.

(b) This control is not carried out by Japanese authorities for travellers leaving the country, except in certain special cases. The inspection of passports by the “ Manchukuo ” authorities is generally carried out in their territory ; but at Jo-San-Po, the “ Manchukuo ” authorities who deal with passport control collaborate with the police control officials of Chosen.

(c) Passport and other control by the police authorities is, in general, carried out either simultaneously with, or immediately after, Customs inspection.

2. *Customs Control.* — (a) With regard to goods crossing the frontier at the junction of the Antung-Mukden line and the Chosen line, the “ Manchukuo ” and Chosen Customs officials collaborate for purposes of control and clearance of goods at the station of Antung-Hsien, under the Sino-Japanese Agreement relating to through train communications across the frontier, signed at Mukden on November 2nd, 1890.

(b) With regard to goods crossing the frontier north of Tu-Men and Kai-Shan-Tun between the " Manchukuo " and Chosen lines, the " Manchukuo " and Chosen officials collaborate in order to facilitate control and clearance in the stations of Tu-Men and Jo-San-Po, in accordance with the " Manchukuo " - Japanese Agreement signed at Hsin-king on May 22nd, 1935, relating to the simplification of Customs formalities and through train communications across the frontier formed by the Tu-Men-Chiang River.

SECTION 2. — QUESTIONS RELATING TO EMIGRANTS.

I. *Transit Cards for Emigrants.*

These are useful for European countries whose nationals have to cross territories of other neighbouring countries in order to emigrate overseas ; but the system does not concern Japan, whose position is entirely different.

II. *Special Identity Documents for Emigrants.*

The Japanese Government has not hitherto concluded any agreement on this subject with the Governments of other countries.

SECTION 3. — PERSONS WITHOUT NATIONALITY.

For persons without nationality wishing to proceed to Japan from abroad, the Japanese diplomatic and consular authorities in foreign countries are authorised to grant travel certificates instead of passports and visas, in order to allow such persons to land in Japan.

SECTION 4. — MISCELLANEOUS QUESTIONS.

2. For nationals of States with which Japan has not yet concluded an agreement for the abolition of visas, a visa is necessary in accordance with the general regulations relating to the entrance of foreigners, even if they are officials of the League of Nations. Moreover, in view of the great distance separating Japan from the seat of the League of Nations, this question does not assume such practical importance as in the case of European countries.

3. For groups of students travelling for purposes of study, visas have been abolished, on a basis of reciprocity, if the members of such groups come from the Netherlands Indies, Siam or

Hong-Kong, with which countries Japan has signed agreements to this effect. These agreements allow a collective transit certificate to be granted in the place of individual passports in due form.

In this connection, it may be recalled that the Japanese Government has already concluded with a large number of foreign Governments agreements relating to the abolition of visas (see Section 1, II B, above), which make visas unnecessary for groups of students from those countries.

LATVIA

[Translation.]

January 11th, 1937.

In addition to the information contained in its letter of November 19th, 1928,¹ the Latvian Government has communicated that Latvia, without having introduced any restrictions in this sphere, has, since 1928, concluded agreements for the abolition of visas with six more countries. At present, therefore, visas have been abolished between Latvia and the following countries : Austria, Estonia, Finland, Germany and Italy, as well as with Czechoslovakia, Japan, Liechtenstein, Lithuania, Norway and Switzerland. Further, transit visas have been abolished for traffic with the Netherlands.

It should be pointed out that all travellers arriving in Latvia on tourist boats can land without having to produce entrance visas and may stay on Latvian territory until they re-embark.

Since January 1st, 1936, exit visas have been abolished for the nationals of all foreign countries with the exception of the Union of Soviet Socialist Republics, so that at present foreign nationals leaving Latvia after a stay of at least six consecutive months are only obliged to produce at the frontier a certificate granted by the Revenue Department certifying that the person in question is not liable for any taxation.

Further, an Agreement has been in existence since 1925 between Latvia and Estonia by virtue of which foreign passports are abolished for traffic between those two countries.

Latvia travellers going abroad in groups can obtain collective passports free of charge, provided that they are travelling for scientific or cultural purposes. Individual traveller-tourists must provide themselves with an ordinary passport, as national legislation does not recognise any other identity documents for travellers going abroad.

¹ Document C.133.M.48.1929.VIII.

In comparison with other countries, the fee charged for Latvian foreign passports is moderate and cannot be regarded as in any way hindering the development of the tourist traffic.

Further, as long as the export of currency continues to be subject to severe restrictions in many countries, facilities for granting foreign passports will not, in the opinion of the competent Latvian authorities, be sufficient to ensure an increase in the tourist traffic.

LIECHTENSTEIN

[Translation from the German.]

March 11th, 1937.

With regard to the Principality, exactly the same international agreements apply in connection with the passport system as in Switzerland.

The duration of validity of passports is five years. According to the wish of the applicant, they are valid either for all foreign countries or for certain groups of countries only.

The fee for granting a passport is five Swiss francs.

With regard to visas, the same conditions apply as in the case of Switzerland. All countries which have abolished the necessity for visas in their relations with Switzerland have also dispensed with it in the case of Liechtenstein, with the exception of Czechoslovakia.

The formalities for obtaining passports and visas are extremely simple. The small size of the country enables applicants for passports or visas to apply to the Chancery and be granted satisfaction without delay.

Under the agreements between Switzerland and the Principality of Liechtenstein concerning police regulations for aliens, control at the frontiers is exercised by the Swiss frontier police. This applies also to transit cards for emigrants.

The Government of the Principality therefore thinks it unnecessary to give further details, as these can easily be found in the Swiss authorities' answer.

MONACO

[Translation.]

November 3rd, 1936.

The Principality did not take part in the Conference of 1926, but in order to comply with the desire expressed on behalf of the Sub-Committee of Experts on the Tourist Traffic, set up by the Economic Committee, the Government of the Principality gives the following information with regard to the passport system.

1. By reason of the geographical situation of the Principality and its Customs Union with France, no formality is required from travellers arriving in Monaco by the land frontier.

2. Persons arriving in Monaco by sea are subject to the formality of the Monegasc consular visa and a French consular visa, unless the travellers are nationals of a country in regard to which the French Government has abolished this formality.

In order that the charge for a visa should have no influence on the tourist traffic, the rate has been fixed at ten paper francs.

The various shipping lines have been authorised to ask Monegasc consuls to grant collective visas for organised trips, instead of individual visas.

3. The Government of the Principality has negotiated directly with the following countries with a view to abolishing visas: Austria, Belgium, Czechoslovakia, Italy, Liechtenstein, the Netherlands, the French zone of the Sheriffian protectorate and Switzerland.

The Government of the Principality, for its part, considers that, in order to encourage international tourist traffic, it would be highly desirable to return to the position existing before 1914, when tourists were completely free from any obligation with regard to passports.

NEW ZEALAND

November 5th, 1936.

SECTION 1. — GENERAL QUESTIONS.

Facilities to be granted.

A. *Issue of Passports.*

1. The international type of passport is in use in New Zealand and corresponds, *mutatis mutandis*, with the type of booklet in use in the United Kingdom.

2. New Zealand passports have an initial validity of five years from the date of issue, and may be renewed thereafter for a further period of five years, whereupon the total validity of the passport expires.

3. Intending travellers from New Zealand are encouraged to state every country which they may intend or be likely to visit and, except in exceptional cases, their passports are validated accordingly.

4. The charge for a passport is one pound, and that fee is commensurate with the cost of preparation and with the value of the service rendered.

B. *Visas.*

1 and 2. Mutual agreements for the abolition of passport visas are in force between the Government of New Zealand and the following countries :

Austria	Liechtenstein
Belgium	Luxemburg
Czechoslovakia	Netherlands
Denmark	Norway
France	Portugal
Germany	Spain
Hungary (temporary)	Sweden
Italy	Switzerland

3. Personal attendance is not required for the granting of a visa.

4. The reason for the journey need not be proved unless the laws of the country of destination so provide.

5. The validity of entrance and transit visas has not yet been extended to cover a period of two years.

6. Visas are valid for entry at any port in New Zealand.

7. The fee for an ordinary visa is the equivalent of ten gold francs, and one gold franc for a transit visa, but a reciprocal charge is made for nationals whose countries charge a higher fee for the grant of a visa to British subjects.

8. This is answered by the foregoing paragraph No. 7.

9. There is no provision for exemption from or reduction in visa fees.

10. Exit visas are not required and there is no provision to extend, free of charge, an original visa which may expire before being used.

C. *Facilities for obtaining Passports and Visas.*

Personal attendance is not required and every facility is afforded to the travelling public to simplify formalities in granting passports and visas.

D. *Control at Frontiers.*

This question does not arise on account of the insular geographical position of New Zealand.

SECTION 2. — QUESTIONS RELATING TO EMIGRANTS.

These are questions which have no application to New Zealand.

SECTION 3. — PERSONS WITHOUT NATIONALITY.

Provision has been made to issue documents in accordance with the recommendations resulting from the Third General Conference on Communications and Transit held at Geneva in March 1927.

NETHERLANDS

[Translation.]

September 22nd, 1936.

1. *Type of Passport.* — The Netherlands passport conforms to the type agreed on in 1926, with modifications to meet specifically Netherlands requirements (*e.g.*, with regard to languages).

2. *Duration of Validity.* — The Netherlands passport is valid for two years. The validity can be extended four times, for two years at a time.

3. *Extent of Validity.* — There are no provisions limiting the number of countries where the holder of the passport may travel. On the applicant's request, passports are made valid for all countries without reservation.

4. *Fees.* — For a long time, the fee for a Netherlands passport was 1 florin, in accordance with the recommendation concerned.

However, financial circumstances compelled the Government in 1933 to put a moderate tax on passports. Consequently, passport fees were raised to 5 florins for one person, and 7.50 florins for husband and wife, or for one person, or husband and wife, with children under 15 years of age. Paupers receive passports free of charge, and nationals of the Netherlands abroad who, though not paupers, would find difficulty in procuring passports are granted a reduction of from 25 % to 75 %.

Passport fees do not vary according to the countries which the applicant wishes to visit or in which he is at the time of application.

5. *Visas.* — The Government of Her Majesty has agreed with a large number of other Governments to abolish visas for their respective nationals. Further, visas are no longer required for the nationals of a number of other countries, even though there is no mutual agreement to that effect.

Foreigners on board ships calling at Dutch ports and continuing their voyage by the same ship do not require a visa in order to land during the ship's stay in port.

It is not necessary for visas to be granted by the Dutch Consul in the country where the applicant is domiciled.

Present economic difficulties, and especially the large amount of unemployment, make it impossible for visas to be granted in every case to foreigners who need them in order to enter the territory of the Netherlands. For the same reasons, it is impossible to extend the validity of a visa for a longer period than two years.

For purposes of transit, only nationals of the Union of Soviet Socialist Republics require a visa.

Foreigners in possession of a Netherlands visa can enter the country at any point.

The fee for a Netherlands visa is 6 florins ; that for a transit visa for one or several journeys is 0.60 florin.

Visa fees do not vary according to the nationality of the applicant, nor on any other grounds.

SIAM

August 24th, 1937.

The Ministry for Foreign Affairs has communicated a sample copy of the new form of passport issued by the Ministry as from August 15th, 1937.

This passport is in conformity with the recommendations of the Passport Conference of 1926.

SWEDEN

[Translation.]

September 16th, 1936.

In a letter dated September 28th, 1928,¹ the Royal Ministry for Foreign Affairs stated that Swedish legislation agreed in all essential respects with the principles on which the recommendations of the Conference are based.

The Ministry would therefore merely mention here that the Ordinances of December 20th, 1929, and February 20th, 1931, authorised the Swedish authorities to issue passports valid for five years.

Further — in order to facilitate tourist traffic with the countries concerned — the Swedish Government, by Ordinances of May 17th, 1930, and December 9th, 1932, accorded to nationals of Denmark, Finland, Iceland and Norway a special regime granting certain facilities in connection with the obligation for foreigners to be in possession of a passport on entering Sweden.

With regard to entrance and transit visas, these have been abolished in the case of tourists who are nationals of the following countries : Austria, Belgium, United Kingdom, Czechoslovakia, Denmark, Finland, France, Germany, Iceland, Italy, Japan, Liechtenstein, Luxemburg, Netherlands, Norway, Portugal, Spain, Switzerland, United States of America. The collective lists taking the place of passports must, however, be visaed before the tourists in question are allowed into Sweden.

¹ Document C.133.M.48.1929.VIII.

SWITZERLAND

[*Translation.*]

October 14th, 1936.

The Swiss Government, after reminding the Secretariat of its note dated June 10th, 1929,¹ followed by its communication of June 11th, 1929, concerning the effect given in Switzerland, in the matter of passports and visas, to the Conference's recommendations,¹ communicated that the regime for passports and visas had, in the meantime, undergone only slight modifications, as detailed below.

SECTION 1. — GENERAL QUESTIONS.

I. *Passport System.*

Since 1929, Switzerland has introduced in its relations with France, Belgium and Luxemburg, certain travel facilities for tourists.

Swiss tourists are allowed to enter and stay up to two months in those countries, on the production, either of a valid Swiss passport, or of a motorist's driving-licence, or of a passport of which the validity expired less than five years previously. On the other hand, tourists who are nationals of France, Belgium and Luxemburg can enter and stay up to three months in Switzerland on the production of a passport the validity of which has expired, or of a valid identity card or certificate, officially issued or visaed, indicating the holder's nationality and bearing his photograph.

There exists a further facility for entering Switzerland, of which use is often made: foreigners travelling in groups of at least five persons are allowed to enter Switzerland without a passport under cover of collective lists. These lists must be

¹ Document C.133.M.48.1929.VIII.

visaed by a Swiss consul in the case of nationals of countries with which the visa system is still in force, and legalised free of charge in the case of nationals of countries in relations with which visas have been abolished.

II. *Facilities to be granted.*

B. *Visas.*

1. Since June 1st, 1929, Switzerland has concluded agreements with Albania, Latvia and Hungary abolishing passport visas altogether. The position at the present time is as follows :

Switzerland has unilaterally abolished visas for nationals of all countries outside Europe which are recognised by Switzerland, as well as for all colonies, protectorates and mandated territories of countries recognised by Switzerland. In Europe, only Bulgarians, Greeks, Poles, Roumanians, Russians, Turks and Yugoslavs, and foreigners who are not in possession of a passport recognised as valid by Switzerland, are obliged, in all cases, to obtain a visa in order to enter Switzerland. Further, Czechoslovaks, French nationals, Norwegians and Swedes entering Switzerland in order to take up employment must likewise be in possession of an entrance visa.

9. The system of fees has been somewhat modified since June 1st, 1934, in that children under 18 years of age who are dealt with separately pay only half the usual fee ; fees may be reduced or abolished in the case of indigent persons, or of persons in reduced circumstances who have difficulty in providing for their needs, as well as of persons who are engaged in Switzerland exclusively, and in an honorary capacity, in humanitarian work.

The principles of equality, mentioned in paragraph 8 of the recommendation, continue to be applied.

CZECHOSLOVAKIA

[Translation.]

December 21st, 1936.

The regulations of the Ministry of the Interior and of the Ministry for Foreign Affairs take fully into account the recommendations adopted by the Passport Conference, held at Geneva in 1926.

In accordance with the above regulations :

1. The Czechoslovak Republic has concluded arrangements with certain countries with a view to facilitating foreign travel.

Czechoslovak passports conform to the international type. They are generally issued with a validity of from two to five years, and are in most cases valid for all countries of Europe. The fees charged for passports are usually from 5 to 100 Czech crowns.

The Czechoslovak Republic has abolished compulsory visas in the case of twenty-five countries. Diplomatic missions and consular offices also grant visas in exceptional cases to persons who do not reside in their district. If an entrance visa is applied for, the applicant is invited to state the purpose of his journey, but is not normally required to produce documents to prove the necessity of that journey. Visas are generally valid for one year and authorise the holder to cross the frontier at any spot where the crossing of the frontier is allowed by the authorities, with the exception, however, of cases where the visa expressly stipulates that the frontier shall be crossed at a determined spot. Visa fees are on a basis of reciprocity. Generally, they are not higher than the fees recommended by the Geneva Conference. They may be reduced, or the applicant may be exempted from paying any fee. Passport control at the frontier is also carried out in accordance with the above-mentioned regulations.

2. The Czechoslovak authorities facilitate, in so far as is possible, the passage through Czechoslovakia of emigrants going from Europe to countries overseas.

3. The Czechoslovak authorities grant provisional passports to persons without nationality.

UNION OF SOVIET SOCIALIST REPUBLICS

[Translation.]

November 30th, 1936.

For tourists going to the Union of Soviet Socialist Republics, the procedure of granting visas is simplified by the fact that, among other facilities offered by the "Intourist" organisation, the latter undertakes all necessary formalities in this connection, thus sparing the persons concerned long and expensive journeys and all useless delay, in accordance with the recommendation under heading "C" in the Final Act of the Passport Conference held at Geneva in 1926.

YUGOSLAVIA

[Translation.]

January 2nd, 1937.

The Kingdom of Yugoslavia has not adopted passports of the international type ; passports are granted for the countries indicated by the applicant at the time of application ; they are valid for periods of from one month to two years. The fees for granting passports are charged in accordance with the Law on Taxes and are extremely moderate. Visas have been reciprocally abolished only in the case of Czechoslovakia, Germany and Roumania. No proof of the necessity for undertaking a journey abroad is required. Visa fees are settled by mutual agreement with the Governments of the countries to be visited. Provision is made for the issue of visas free of charge. Formalities connected with the granting of passports and visas have been simplified as far as possible.

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

Official No. **C.380.M.256.** 1937.VIII.
[C.C.T./20th Session/P.V.]

Geneva, September 11th, 1937.

LEAGUE OF NATIONS

ADVISORY AND TECHNICAL COMMITTEE FOR
COMMUNICATIONS AND TRANSIT

15

RECORDS OF THE WORK

OF THE

TWENTIETH SESSION

Held at Geneva from August 31st to September 4th, 1937.

Series of League of Nations Publications

VIII. TRANSIT ✓
1937. VIII. 5.

ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT.

The Committee was composed as follows:

- M. V. MODEROW (appointed by the Government of Poland), Vice-Chairman of the Polish Delegation to the Danzig Harbour Board (*Chairman*).
- His Excellency M. Juan ANTIGA (appointed by the Government of Cuba), Permanent Delegate to the League of Nations, Envoy Extraordinary and Minister Plenipotentiary in Switzerland (*Vice-Chairman*).
- M. F. HOSKJÆR (appointed by the Government of Denmark), Director of the Ministry of Public Works (*Vice-Chairman*).
- His Excellency M. A. DE CASTRO (appointed by the Government of Uruguay), Envoy Extraordinary and Minister Plenipotentiary in Belgium and the Netherlands.
- His Excellency M. A. DIETRICH DE SACHSENFELS (appointed by the Government of Hungary), Admiral, Envoy Extraordinary and Minister Plenipotentiary, Delegate to the International Danube Commission and to the Permanent Technical Hydraulic System Commission of the Danube.
- M. Silvain DREYFUS (appointed by the Government of France), Honorary President of the General Council of Roads and Bridges and of the High Council of Public Works.
- M. R. HEROLD (appointed by the Government of Switzerland), Director of the Federal Railways.
- His Excellency M. N. ITO (appointed by the Government of Japan), Envoy Extraordinary and Minister Plenipotentiary in Poland.
- Mr. D. W. KEANE (appointed by the United Kingdom Government), Representative of the United Kingdom on the International River Commissions.
- M. Pierre KIRSANOFF (appointed by the Government of the Union of Soviet Socialist Republics), Chief of the International Relations Service at the People's Commissariat for Communications.
- M. A. KRAHE (appointed by the Government of Spain), Engineer for Roads and Bridges.
- M. V. KRBEČ (appointed by the Government of Czechoslovakia), Engineer, Consul-General at Hamburg.
- M. M. NORDBERG (appointed by the Government of Finland), Consul-General, Commercial Attaché at Paris.
- M. J. DE RUELLE (appointed by the Government of Belgium), Legal Adviser to the Ministry for Foreign Affairs.
- M. G. SINIGALIA (appointed by the Government of Italy), former Chief Inspector and Adviser of the Board of Directors of the Royal State Railways.
- M. E. SPELUZZI (appointed by the Government of the Argentine Republic), Engineer.
- His Excellency Dr. A. DE VASCONCELLOS (appointed by the Government of Portugal), Envoy Extraordinary and Minister Plenipotentiary, Permanent Delegate to the League of Nations, former President of the Council and Minister for Foreign Affairs.
- Dr. CHING-CHUN WANG, M.A., Ph.D., LL.D. (appointed by the Government of China), Representative of the Ministry of Railways and Director of the Government Purchasing Commission in London.
-

PERMANENT COMMITTEES.

I. Permanent Committee for Ports and Maritime Navigation.

Sir Norman HILL, Bart. (*Chairman*).

(a) *Committee for Ports:*

M. Léon DENS, Senator (Belgium).

M. G. INGIANNI, Director-General of the Italian Mercantile Marine.

Captain M. NORTON, former Director of the Portuguese Lighthouse Service.

A British member.

A French member.

(b) *Committee for Maritime Navigation:*

M. G. BRETON, Shipowner (France).

M. J. B. VAN DER HOUVEN VAN OORDT, former President of the Netherlands Shipowners' Association.

M. ITO.

M. Arthur H. MATHIESEN, Vice-President of the Norwegian Shipowners' Association.

M. A. PALANCA, Naval Architect, Representative of the " Società Triestina di Navigazione Cosulich ", Trieste.

Mr. W. Leslie RUNCIMAN, of the Shipping Company Walter Runciman & Co., Ltd., Member of the Council of the Chamber of Shipping of the United Kingdom.

II. Permanent Committee for Inland Navigation.

M. Silvain DREYFUS (*Chairman*).

M. A. DELMER, Secretary-General of the Department for Roads and Bridges at the Belgian Ministry of Public Works.

Mr. KEANE.

M. KRBEČ.

His Excellency M. C. ROSSETTI, Minister Plenipotentiary, Representative of Italy on the International River Commissions.

M. DIETRICH DE SACHSENFELS.

M. F. L. SCHLINGEMANN, Chief Engineer, Director of the Rijkswaterstaat.

A Yugoslav member.

III. Permanent Committee for Transport by Rail.

M. HEROLD (*Chairman*).

M. M. CASTIAU, Secretary-General of the Belgian Ministry of Transport

M. C. M. GRIMPRET, Vice-President of the General Council of Roads and Bridges
and of the High Council of Public Works of France } *Bureau.*

M. SINIGALIA.

Sir Francis DENT, former Chairman of the Railways Committee of the Second General Conference on Communications and Transit, ex-Managing Director of the South-Eastern and Chatham Railway.

Dr. H. GRÜNEBAUM, Ministerial Counsellor at the Austrian Federal Ministry for Commerce and Communications.

M. KRAHE.

M. F. MOSKWA, Head of Division at the Polish Ministry for Communications.

M. SPELUZZI.

Dr. CHING-CHUN WANG.

A Soviet member.

M. Albert REGNOUL, Hon. Deputy-Director of the Paris-Lyons-Mediterranean Railway Company (*Technical Adviser assisting the Chairman*).

IV. Permanent Committee on Electric Questions.

M. DE VASCONCELLOS (*Chairman*).

M. Oreste JACOBINI, Engineer, Chief of the Main Service of the Italian State Railways.

M. LAUNAY, Chief of the Roads Department, of Hydraulic Power and Distribution of Electric Energy at the French Ministry of Public Works.

A British member.

A Swedish member.

The following will be invited to take part in the work of the Committee:

The Chairman of the International Executive Committee of the World Power Conference.

A representative of the " Conférence internationale des grands réseaux électriques à haute tension ".

A representative of the " Commission électrotechnique internationale ".

A representative of the " Union internationale des producteurs et distributeurs d'énergie électrique ".

V. Permanent Committee on Road Traffic.

- M. NORDBERG (*Chairman*).
- Mr. P. C. FRANKLIN, of the Roads Department, Ministry of Transport of the United Kingdom.
- M. Pierre Al. GHICA, Member of the Committee of the International Association of Recognised Automobile Clubs (Roumania).
- M. E. MELLINI, Chief Inspector of Railways, Tramways and Automobiles of the Kingdom of Italy.
- Dr. Heinrich ROTHMUND, Chief of the Police Division of the Swiss Federal Department of Justice and Police.
- M. Václav ROUBIK, Engineer, Director of the Czechoslovak Ministry of Public Works.
- M. José N. URGOITI, Civil Engineer (Spain).
- M. A. VALSINGER, Head of the Technical Service of the Swedish Department of Roads and Bridges.
- M. C. WALCKENAER, former Inspector-General of Mines at the French Ministry of Public Works.

VI. Permanent Legal Committee.

- Count E. PIOLA-CASELLI, Senator, President of Section at the Court of Cassation, Rome (*Chairman*).
- M. G. NAUTA, Barrister at Rotterdam (*Vice-Chairman*).
- Mr. W. E. BECKETT, Assistant Legal Adviser, Foreign Office.
- M. Jan HOSTIE, Secretary-General of the Central Commission for Rhine Navigation; former Legal Adviser at the Belgian Department of Marine.
- M. René MAYER, Maître des requêtes honoraire au Conseil d'Etat de France, Professor at the Ecole libre des sciences politiques, Paris.
- M. MODEROW.
- Dr. Ivan SOUBBOTITCH, Permanent Delegate of the Kingdom of Yugoslavia to the League of Nations, *Privatdozent* of the Faculty of Law, University of Belgrade.

VII. Budget Sub-Committee.

- The Chairman-in-office of the Advisory and Technical Committee (*Chairman*).
- M. DE CASTRO.
- M. Silvain DREYFUS.
- M. HOSKIAER.
- Mr. KEANE.
- M. DE RUELLE.
- A seventh member, to be appointed.
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**RECORDS OF THE WORK OF THE TWENTIETH SESSION OF
THE ADVISORY AND TECHNICAL COMMITTEE
FOR COMMUNICATIONS AND TRANSIT.**

All the members of the Committee were present, with the exception of M. Juan Antiga, replaced by M. L. VALDES-ROIG, consul, attached to the Permanent Delegation of Cuba to the League of Nations; M. Hoskiær, replaced by M. C. V. JENSEN, Director of the Control Service of Private Railways in Denmark; M. Ito; M. Kirsanoff; M. Krahe; M. Sinigalia; M. Speluzzi; Dr. Ching-Chun Wang.

M. Herold did not take part in the work of the Commission until September 1st.
The following also attended:

In their Capacity of Representatives of the Organisation for Communications and Transit at the Rome International Institute for the Unification of Private Law:

Dr. Heinrich ROTHMUND.
His Excellency Dr. Ivan SOUBBOTITCH.

For the International Labour Office:

M. P. WAELBROECK, Head of Section.
M. J. G. DRBOHLAV, Member of Section.

For the International Touring Alliance:

M. E. DELAQUIS, General Manager of the Swiss Touring Club.

For the International Association of Recognised Automobile Clubs:

Colonel G. PERON, Secretary-General.

For the International Chamber of Commerce:

M. L. DELANNEY, Head of Transport Department.

For the International Aeronautical Federation:

Colonel M. O'GORMAN, Vice-Chairman.

For the Rome International Institute for the Unification of Private Law:

M. Mario MATTEUCCI, Member of the Secretariat of the Institute.

For the Central Office for International Transport by Rail:

M. Godefroy NOE, Secretary.

For the International Railway Union:

M. G. PADER, Deputy Secretary-General.

For the International Broadcasting Union:

Mr. A. R. BURROWS, Secretary-General.

Secretariat: M. J. L. METTERNICH, Acting Secretary-General of the Advisory and Technical Committee for Communications and Transit, assisted by M. B. LUKAČ, Mr. L. C. TOMBS and Mme. E. LEHMANN, and also by M. G. F. VAN DISSEL, Wireless Expert of the League of Nations Secretariat.

I. OPENING OF THE SESSION.

M. KRBEČ, Acting Chairman, welcomed the members of the Committee and also M. Luis VALDES-ROIG, Consul-General of Cuba at Geneva, replacing His Excellency M. Juan Antiga, Envoy Extraordinary and Minister Plenipotentiary, Permanent Delegate accredited to the League of Nations.

The ACTING CHAIRMAN paid a tribute to the memory of M. Pierre Henri Watier, who died on August 20th. Nearly two years previously, the Committee had met two days after the sudden death of M. Robert Haas, the Committee's first Secretary-General and the Director of the Communications and Transit Section. The Committee was now in a similar situation.

M. Watier, who had been appointed Director of the Communications and Transit Section by the Council of the League of Nations, entered the Secretariat on February 15th, 1937. For the last fifteen years he had held the post of Director of Navigable Waterways and Maritime Ports at the Ministry of Public Works and had been appointed Councillor of State in 1926.

The Acting Chairman reminded the Committee that, since 1923, M. Watier had rendered valuable assistance to the technical work of the League of Nations as expert, member or head of the French delegation at the various general or special conferences or permanent and special committees set up by the Organisation for Communications and Transit. Speaking both as the Acting Chairman and as the Chairman of the Special Committee to Study the Reform of the Organisation for Communications and Transit, he himself had frequently co-operated with M. Watier and, like many members of the Committee, had had occasion to see M. Watier at work. He paid a tribute to his keen intelligence, his energy and to his open, frank and sincere character. The untimely death of M. Watier was a great loss to the League of Nations and particularly to the Organisation for Communications and Transit.

The Acting Chairman informed the Committee that he had sent a telegram expressing to the deceased's family the condolences and sympathy of the Committee.

The Acting Chairman also paid a tribute to the memory of those members of committees who had died since the last session:

- M. P. A. Lindblad, the Swedish member of the Technical Committee for Maritime Tonnage Measurement;
- Colonel T. A. Hiam, Technical Adviser assisting the Chairman of the Permanent Committee for Transport by Rail, former member of the Transit Section;
- Sir John Brooke, British member of the Permanent Committee on Electric Questions;
- M. E. Th. de Veer, Netherlands member of the Air Transport Co-operation Committee;
- M. M. Yovanovitch, Yugoslav member of the Permanent Committee for Inland Navigation.

The members of the Committee rose and observed a minute's silence in token of respect and sympathy.

II. ELECTION OF OFFICERS OF THE COMMITTEE.

On the proposal of M. Silvain Dreyfus, the Committee unanimously elected M. MODEROW Chairman and, on the motion of M. de Ruelle, M. ANTIGA and M. HOSKIÆR as Vice-Chairmen, whose functions during the present session were fulfilled by M. Valdes-Roig and M. Jensen respectively.

III. PROGRAMME OF WORK.

The COMMITTEE adopted its agenda (Annex I) and decided that, in accordance with previous practice, its discussions would be held in private.

IV. REPORT BY M. KRBEČ ON THE MISSIONS CARRIED OUT BY HIM AS CHAIRMAN SINCE THE LAST SESSION OF THE COMMITTEE.

M. KRBEČ supplied the following information on the decision which, as Chairman of the Committee, he had had to take and the appointments which he had had to make:

1. *Renewal of the Contract of the Member of the Memel Harbour Board appointed by the Chairman of the Committee.*

Article 5 of Annex II of the Memel Convention provided for the constitution of a Harbour Board consisting of three members appointed for three years and eligible for reappointment, one of the said members to be nominated by the Chairman of the Committee. The term of office of M. Widding, who had held this post since 1928, having expired on March 31st, 1937, the Chairman had decided to prolong it for a further period of three years as from April 1st, 1937. As M. Widding's salary was borne on the budget of the Port of Memel, the Chairman had, before fixing it, officially consulted the Lithuanian Government as provided for by Article 9 of Annex II of the Memel Convention.

2. *Constitution of the Committee for the Unification of Statistics relating to Road Traffic Accidents.*

Following a decision taken by the Advisory and Technical Committee at its nineteenth session, the Chairman had set up a small Committee for the Unification of Statistics relating to Road Traffic Accidents.

This Committee consisted of the following members:

- M. J. BOULLOCHE, Director of the Roads Department, French Ministry of Public Works,
Chairman;
M. A. E. KIRKUS, Head of the Statistics Department of the United Kingdom Ministry of
Transport;
M. A. MOLINARI, Director-General of the Central Statistical Institute, Italy;
M. C. FL. STEENSTRUP, Secretary of the Statistics Department of the Danish Ministry of
Finance;
M. E. ZDRUBEK, Head of the Communications Section of the Austrian Federal Police Head-
quarters.

The Committee met twice: in September 1936 and in May 1937; and drew up a report,¹ in which it adopted very detailed conclusions regarding the unification of statistics.

3. *Constitution of a Special Committee of Experts to study the Reform of the Organisation for Communications and Transit.*

The Advisory and Technical Committee, at its nineteenth session, adopted a resolution under which its Chairman was instructed to set up a special committee to prepare a new draft Statute for the Organisation, in case the Council entrusted this work to the present Advisory and Technical Committee.

At its session in January 1936, the Council accepted this suggestion, and the Chairman formed a committee which gave as full representation as possible to the various bodies comprised in the Organisation. Thus the two Vice-Chairmen of the Advisory and Technical Committee, the Chairmen of the Permanent Committees and members of the Permanent Legal Committee, were appointed members.

Further, as suggested by the Assembly, the French member of the Council, as Rapporteur for the question of the working of League Committees, kept in direct touch with the Special Committee and appointed for the purpose a representative who attended the proceedings of that Committee.

The Special Committee held several meetings and succeeded in drawing up a new draft Statute and an explanatory report,² which were forwarded to the Council in May 1937. For further details, the Chairman referred to the documents already distributed, adding comments on their main features.

After an exchange of views between the CHAIRMAN, M. DIETRICH DE SACHSENFELS, M. Silvain DREYFUS, M. KEANE, M. KRBEČ and Dr. DE VASCONCELLOS, the COMMITTEE decided not to discuss the new draft Statute of the Organisation for Communications and Transit framed by the Committee of Experts, since the draft prepared by the Special Committee set up under the special powers with which the Advisory and Technical Committee at its nineteenth session had invested its Chairman had already been communicated by the latter on the Committee's behalf to the Council of the League.

4. *Constitution of a Small Committee to prepare a New Draft Agreement concerning a Uniform System of Maritime Buoyage.*

Following a decision taken by the Advisory and Technical Committee at its nineteenth session, the Chairman appointed a small Committee of Experts selected from the members of the Preparatory Committee for the Unification of Buoyage Rules which met in London in July 1933. The members of the Committee were as follows:

Chairman: Sir John BALDWIN, K.C.M.G., C.B., formerly of the Foreign Office, former Chairman of the Advisory and Technical Committee for Communications and Transit;

United Kingdom: Captain A. H. RYLEY, Elder Brother of Trinity House;

Spain: M. R. ENAMORADO ALVAREZ-CASTRILLON, Engineer, Secretary of the Lighthouse Committee;

France: M. A. DE ROUVILLE, Chief Engineer of the Bridges and Roads Department, Director of the Central Lighthouse and Buoyage Service;

Italy: Count F. CAPPONI, Commander, Naval Attaché at the Italian Embassy, London;

Netherlands: M. VAN BRAAM VAN VLOTEN, Chief Engineer of the Technical Lighthouse Service;

Sweden: M. E. HÄGG, Director-General of the Royal Pilotage, Lighthouse and Buoyage Administration.

The question of maritime buoyage had been placed on the agenda of the session so that members of the Committee should have an opportunity of taking cognisance of this special Committee's work.

¹ Documents C.276.M.179.1937.VIII and Annex 1.

² Document C.253.1937.VIII.

5. *Appointment of Dr. Rothmund and Dr. Soubotitch to follow the Proceedings of the Legal Committee of the Rome International Institute for the Unification of Private Law.*

In accordance with the Committee's terms of reference, the Chairman had requested Dr. Heinrich Rothmund, Member of the Permanent Committee on Road Traffic, and His Excellency Dr. Ivan Soubotitch, Member of the Permanent Legal Committee, to represent the Communications and Transit Organisation on the Legal Committee set up by the Rome International Institute for the Unification of Private Law to study the question of the civil liability of motorists and compulsory insurance.

He had informed the Secretary-General of the League of Nations of these appointments and added that, in his opinion, the delegates might with advantage be assisted by a member of the Secretariat, who might even attend the meetings of the Legal Committee and, if necessary, replace the delegates.

The Chairman had further requested the Secretary-General to inform the Rome Institute that the Committee had expressed a desire to be notified of the results of the Institute's work on the civil liability of motorists and compulsory insurance before their communication to the Council of the League.

M. Krbeč was happy to inform the Committee that the Rome Institute and its Legal Committee had extended a warm welcome to the representatives of the Organisation for Communications and Transit and that the closest possible co-operation had been established under the most promising auspices.

For fuller details, M. Krbeč referred members of the Committee to the report of the representatives of the Communications and Transit Organisation (Annex 2), who had been invited, together with the Rome Institute, to attend the Committee's discussion of the question.

6. *Customs Exemption for Liquid Fuel used in Air Traffic.*

In a resolution adopted at its nineteenth session, the Committee instructed its Chairman to approach the Council of the League of Nations in its name in order that steps might be taken as soon as possible for the conclusion of an agreement between European States on the basis of the text formerly submitted to the Governments of such States concerning Customs exemption for liquid fuel used in air traffic. The Committee expressed the opinion that this purpose could best be attained by the opening of a Protocol for signature or, if necessary, by the meeting of a short Conference which would enable the Governments to exchange their views on the subject before signing the text of an agreement.

In pursuance of this decision, the Chairman requested the Secretary-General to bring the matter before the Council, which, at its session in January 1936, was thus called upon to consider the conclusion of an Agreement based upon the draft prepared by the Committee with the addition of the usual formal clauses. On that occasion, the representative of the United Kingdom on the Council stated that his Government would be prepared to take the necessary steps to have such an agreement opened for the signature of European States in London in the near future. The Council approved this procedure and adopted the draft Agreement.¹

The United Kingdom Government duly gave effect to the Council's decision.

7. *German Representation on the International Commission of the Danube.*

In a resolution adopted at its nineteenth session concerning the dispute which had arisen on the International Commission of the Danube regarding German representation on that body and which had been referred to it by the Governments of the United Kingdom, Czechoslovakia, France and Italy, the Committee expressed the opinion that, in view of the circumstances of the case, the dispute could not be settled by conciliation. It instructed its Chairman to take such action as might be required to give effect to that decision.

The Chairman therefore communicated the text of the resolution to the Secretary-General, requesting him to inform the Government concerned.

By communications subsequently addressed to the Secretary-General, the Governments of Roumania and Yugoslavia, moreover, associated themselves with the action taken by the four above-mentioned Governments in this matter (Annex 3).

Following on the receipt of these two further communications, the Chairman consulted the members of the Committee by letter and, in the light of the replies received, informed the Secretary-General that the Committee considered that it had nothing to add to the above-mentioned decision taken at its nineteenth session.

8. *National Public Works.*

At its nineteenth session, the Committee decided to have the documentary material collected by the Secretariat in the course of its enquiries regarding national public works studied by experts, and instructed its Chairman to organise such a study, which it considered could appropriately be entrusted to a few experts of outstanding experience.

¹ See *Official Journal*, 1936, No. 2, page III.

The Chairman accordingly appointed the following three experts for the purpose:

- M. B. DJOURITCHITCH, formerly Yugoslav Deputy Minister of Communications;
- M. Silvain DREYFUS, Honorary President of the French General Council of Roads and Bridges and the High Council of Public Works;
- M. F. L. SCHLINGEMANN, Chief Engineer, Director of the Netherlands "Rijkswaterstaat".

The experts met in Geneva in June 1936 and drew up a report,¹ which was largely based upon the preliminary survey prepared by the Secretariat and annexed to their report. On the proposal of his colleagues, M. Silvain Dreyfus presided over the experts' discussions.

Furthermore, as the experts considered it desirable that their report and the appended preliminary survey should be brought to the notice of the various Governments, effect was duly given to this suggestion by the Secretary-General.

Future action in regard to the question of public works was a separate point on the agenda.

9. *Unification of Transport Statistics: Correspondence with the Central Commission for Rhine Navigation.*

The Chairman had consulted the members of the Committee by letter regarding the adoption on the Rhine of a new nomenclature of goods for the purpose of transport statistics, on which question the Central Commission had requested the opinion of the Communications and Transit Committee.

Having completed his consultation, M. Krbeč replied to the Chairman of the Rhine Commission in the sense indicated in the document reproduced in Annex 4—that is to say, he intimated that the Advisory and Technical Committee saw no objection to the adoption on the Rhine of a nomenclature which had commended itself to all the States concerned and which in any case differed scarcely at all from the draft nomenclature compiled by the Committee for the Unification of Transport Statistics of the Communications and Transit Organisation. He added that, when the matter came up for further consideration, the Committee would certainly benefit by the experience gained through the application of the new system on such an important international waterway as the Rhine.

V. MARITIME BUOYAGE.

The Advisory and Technical Committee took note of the report² of the small Committee set up to prepare a new draft Agreement concerning a uniform system of maritime buoyage and the text of the Agreement regarding a Uniform System of Maritime Buoyage and of the annexed Rules drawn up by the Committee and opened by the Council on May 13th, 1936, for signature by the States invited to the Conference for the Unification of Buoyage and the Lighting of Coasts held at Lisbon in 1930.³ From the latter document, it appeared that, by May 12th, 1937, the Agreement had been signed by fourteen Governments.

The ACTING SECRETARY-GENERAL OF THE COMMITTEE added that a slight change had been made in the original text at the request of the United Kingdom Government, which had asked that the words "overseas territories" be inserted in Article 9. That amendment had been accepted by the other signatory States and was included in the final text.

On the CHAIRMAN'S proposal, the COMMITTEE congratulated the small Committee on the success of its work and expressed the hope that the signatures already received would be followed by a great many accessions.

VI. MARITIME TONNAGE MEASUREMENT.

The CHAIRMAN reminded the Committee that, at its nineteenth session, it had decided to postpone consideration of this matter until some future occasion. It had further decided that the report of the Chairman and Rapporteur of the Technical Committee on Tonnage Measurement,⁴ together with the annex reproducing the observations of Governments, should be communicated to the Council and to the Governments concerned. This was done at the beginning of 1936. The only observations so far received were those embodied in a letter from the French Ministry for Foreign Affairs dated August 25th, 1937 (Annex 5). The Chairman invited the members of the Committee to give their opinion as to what action, if any, should be taken with regard to that communication.

¹ Document C.276.M.166.1936.VIII.

² Documents C.128.M.67.1936.VIII and C.128(a).M.67(a).1936.VIII.

³ Document C.261(1).M.154(1).1936.VIII.

⁴ Documents C.4.M.4.1936.VIII and Annex 1.

M. Silvain DREYFUS recapitulated what the Organisation for Communications and Transit had already done in the matter, and explained the reasons which had led the French Government to make the proposal set out in its letter.

The French Government had been struck by the fact that no other Government had made any observation or proposal with regard to the report of the Chairman and Rapporteur of the Technical Committee, which had been communicated to Governments more than a year previously. It was in the hope of obtaining some positive result from the great amount of work already done in this matter by the experts of the Organisation for Communications and Transit that the French Government had proposed that a Drafting Committee be set up to frame new draft regulations regarding the tonnage measurement of ships in the light of the Governments' observations.

The COMMITTEE concurred in this suggestion and adopted the following resolution:

“ The Advisory and Technical Committee:

“ Notes that, in accordance with the resolution it adopted at its nineteenth session, the report of the Chairman and the Rapporteur of its Technical Committee on Maritime Tonnage Measurement has been communicated to the Council and to Governments, together with the annex containing observations submitted by Governments, and

“ Requests the Drafting Committee of the Technical Committee on Maritime Tonnage Measurement to draw up a final text taking account to the greatest possible extent of the wishes expressed by the various Governments.”

VII. POLLUTION OF THE SEA BY OIL (see Annex 6).

The CHAIRMAN explained that steps were being taken to secure the attendance of all the important maritime States at a Conference to conclude a Convention on this subject.

The COMMITTEE noted this communication and adopted the following resolution:

“ The Advisory and Technical Committee,

“ Having taken note of the discussion in the Second Committee of the Assembly of 1936 and at the Council meeting of October 10th, 1936, in the course of which it was pointed out that the results expected of the contemplated agreement concerning the pollution of the sea by oil would not be obtained unless all the countries having a large mercantile marine took part:

“ Expresses in its turn the hope that all Governments will collaborate in settling this problem;

“ And requests the Secretary-General of the League to bring this resolution to the notice of Governments.”

VIII. ACTION TO BE TAKEN ON CERTAIN CONCLUSIONS OF THE INTERNATIONAL HYDROGRAPHIC CONFERENCE AT MONACO, APRIL 1937.

M. Silvain DREYFUS considered that the two questions dealt with in the document reproduced in Annex 7 were of primary importance. The first point needed no comment. The second referred to the situation which in actual fact already existed in several countries, including France. Inland port authorities collected the hydrographic information necessary for keeping open channels which were essential to navigation. It would be useful if the publications and documents prepared by those services were regularly communicated to the national hydrographic service in each country.

He suggested that the Committee should at once approve the principles expressed in the Hydrographic Conference's conclusions, without going into questions of application and detail. When the Committee had received information regarding the two points in question, it could then decide what steps should be taken.

He also proposed that the Chairman of the Committee should be asked to follow the question.

On the motion of Dr. DE VASCONCELLOS, the COMMITTEE adopted the following resolution:

“ The Advisory and Technical Committee,

“ Having examined the proposals submitted to it by the International Hydrographic Conference held at Monaco in April 1937:

“ Approves these proposals in principle, and
“ Leaves it to the Chairman to follow the matter up with a view to taking such action as may be necessary to give effect to the proposals, after receiving detailed information in regard to the procedure to be adopted and the exact scope of the measures to be taken by the Committee.”

IX. STOWAWAYS.

Letter from the International Shipping Federation (Annex 8) and Note from the International Shipping Conference (Annex 9).

M. VALDES-ROIG said that the experience which he had acquired as Cuban consul in various countries led him to believe that the time had not yet come for drawing up a convention on stowaways. In his opinion, moreover, it was simply a police question. In the course of his career, he had had occasion to question a large number of stowaways and had found that, in most cases, they had got on board with the complicity of subordinate employees of shipping companies; and he also pointed out that no reference was made in the note from the International Shipping Conference to the responsibility of shipping companies with regard to stowaways. When a stowaway was discovered on board a boat, he was made to work and obliged to earn his board, and lodging. There remained, of course the cost of transport, but it was well known that when companies were calculating the cost of a passage, they added the cost of transport to that of board and lodging. Further—if repayment by consuls of the expenses resulting from illegal journeys were admitted as a general rule, the procedure necessary would be very lengthy. The consuls would, in fact, have to apply to their Governments for credits which would only be obtained three to six months after they had been asked for. Finally, many countries which were not anxious to receive undesirables would be sure to refuse to agree to the first rule suggested by the International Shipping Conference—namely, that “ it be made permissible for the ship’s master to land the stowaway at the first port of call after the stowing-away has been discovered ”.

M. Silvain DREYFUS thought that the question raised by the International Shipping Federation and the International Shipping Conference was an extremely delicate one, as it was connected with points of international law of the highest importance. He proposed that the two letters which had been received should be submitted to the Permanent Legal Committee of the Advisory and Technical Committee, together with M. Valdes-Roig’s observations. The Legal Committee would of course not meet specially in order to study those documents, but would place the question on its agenda.

Dr. DE VASCONCELLOS agreed with this suggestion. The questions raised in both the documents before the Committee were extremely delicate and should be approached very cautiously in existing political conditions.

M. NORDBERG pointed out that the question of stowaways was closely related to that of the right of refuge, since, in a large number of cases, stowaways were persons who wished to escape from a regime which had become intolerable to them; they could not therefore merely be forced to return to their own country.

M. KRBEČ thought that several preliminary questions arose. The first was whether the expense caused to shipping companies by stowaways was a heavy financial burden for them; personally, he did not think so. Secondly, he wondered whether the number of stowaways could not easily be much reduced by more effective control on the part of the companies themselves, in collaboration with the police. If, when those two questions had been examined, the conclusion was reached that something should be done about stowaways, the question still remained whether Governments would be willing to accept the expenses which the International Shipping Conference and the International Shipping Federation proposed should be incurred. He also thought that, should it no longer be to the interest of shipping companies to exercise effective control to prevent the embarkation of stowaways, the number of the latter would immediately increase. If all these points were considered, the value of a convention on this subject would appear to be doubtful; but he had no objection to the question being submitted to the Permanent Legal Committee or some other committee.

M. VALDES-ROIG entirely agreed with M. Krbeč.

M. HEROLD said that, as it was considered that no positive result could be obtained, he wondered whether it would not be better to state at once that no conclusion could be reached in the matter and that the question should be shelved.

M. DE RUELLE supported this suggestion. No international convention on the question was possible, and bilateral treaties would be the very most that could be expected.

M. Silvain DREYFUS emphasised that he had not suggested that an international convention should be prepared, but merely that the question should be referred to the Permanent Legal

Committee for its opinion. If the latter declared, in so many words, that an international convention should not be drawn up, the matter would be shelved.

The COMMITTEE decided to instruct its Permanent Legal Committee to examine the matter when it next met.

X. REPORT OF THE PERMANENT COMMITTEE ON ROAD TRAFFIC ON ITS ELEVENTH SESSION.¹

The Committee examined the report of the Permanent Committee on Road Traffic on its eleventh session¹ chapter by chapter.

The CHAIRMAN invited M. Nordberg, Chairman of the Committee on Road Traffic, to give additional explanations where necessary.

I. Action taken with regard to the Committee's Recommendations in connection with Three-colour Light Signals and Two New Road Signs (Overtaking prohibited and Use of Sound Warning Signals prohibited).

(a) *Light Signals.*

M. NORDBERG recalled that the Permanent Committee had already drawn up recommendations regarding light signals in towns, and had been in favour of the three-colour system (red, amber, green), and had indicated *inter alia* what should be the order in which the lights appeared, and their exact meaning. Those recommendations had been communicated to the various Governments, which had given their views on the matter. The Committee had reached the conclusion that it would be preferable to allow experiments with the three-colour system (which had only been applied fairly recently) to continue, before preparing the text of an addition to the Annex to the 1931 Convention on the Unification of Road Signals.

Colonel O'GORMAN (International Aeronautical Federation) observed that the system whereby traffic was controlled by a policeman was more flexible, and had therefore certain advantages over a mechanical system of lights. The latter took no account of traffic needs, which varied greatly according to the time of day and the density of traffic; complete stoppages often resulted, which were needless and impeded traffic considerably.

M. Silvain DREYFUS pointed out that the system whereby traffic was controlled by a policeman was not perfect either, owing to the fact that the policeman, who was a human being, with limited possibilities, was not always able to see everything and give the appropriate signals at the right moment; he might give motorists the signal to start after pedestrians had already begun to cross the road and were therefore in danger from oncoming traffic.

M. NORDBERG, in reply to Colonel O'Gorman's remark, explained that the Committee had not advocated that any special system should be recommended. It had merely drawn up certain rules in accordance with which it considered that light signals should be organised in places where the authorities thought they would be useful.

M. DIETRICH DE SACHSENFELS suggested that, in dealing with the question of light signals, the Permanent Committee should make a distinction between automatic light signals and light signals controlled by a policeman.

The CHAIRMAN did not think that the observations of M. Deitrich de Sachsenfels, M. Silvain Dreyfus, M. Nordberg and Colonel O'Gorman called for a special resolution by the Committee, but he suggested that they should be entered in the Minutes and thus brought to the notice of the Permanent Committee on Road Traffic.

Agreed.

The COMMITTEE approved the Permanent Committee's resolution.

(b) *New Signs regarding Prohibition of Overtaking and Prohibition of the Use of Sound Warning Signals.*

The COMMITTEE made no observations on this matter.

Proposal of M. Silvain Dreyfus regarding the Distance between Advance Signs and the Obstacles to which they refer.

M. Silvain DREYFUS explained that his attention had been drawn to the advantage of placing danger signs, so far as possible, always at the same distance from the obstacle to which they referred. He raised this question so that the Permanent Committee on Road Traffic might examine it and, if it thought fit, decide on an approximate distance, proposing, at the same time, that, in cases where the rule could not be observed, that fact should be indicated on the sign.

¹ Document C.322.M.217.1937.VIII.

M. NORDBERG replied that he saw no objection to bringing this suggestion before the Permanent Committee on Road Traffic. He wished however to point out, in connection with signs prohibiting overtaking or the use of sound warning signals, that such signs should be placed very near to the section of road to which the prohibitions applied—*i.e.*, near bottle-necks, in the case of the former class of signs, and at the limit of built-up areas in the case of the latter.

M. Silvain DREYFUS explained that his suggestion only applied to signs indicating the proximity of a danger or an obstacle.

M. DUCHAINE, though considering M. Silvain Dreyfus' proposal very interesting, wished to point out that the 1926 Convention regarding Motor Traffic stipulated that signs should be placed at right angles to the road at a distance which should not be less than 150 or more than 250 metres, unless the nature of the ground made this impossible. He thought there would be certain difficulties in the way of fixing a standard distance.

On the proposal of the CHAIRMAN, the COMMITTEE decided to transmit M. Silvain Dreyfus' proposal to the Permanent Committee on Road Traffic.

2. *Communication by the Chairman on the Desirability of supplementing the "Waiting prohibited" or "Parking prohibited" Signs provided for in the Annex to the Convention of March 30th, 1931, on the Unification of Road Signals.*

The COMMITTEE decided to give effect to the resolution of the Permanent Committee on Road Traffic and to submit a recommendation to Governments in this connection.

It adopted the following resolution:

" The Advisory and Technical Committee,

" Noting that it would be desirable to complete the 'Waiting prohibited' or 'Parking prohibited' signs provided for in the Annex to the Convention of March 30th, 1931, on the Unification of Road Signals:

" Requests the Secretary-General of the League to communicate to the Governments of the States parties to the said Convention, and to such Governments as might accede thereto, the following recommendation adopted by the Permanent Committee on Road Traffic:

" ' The Permanent Committee on Road Traffic,

" ' Recommends that, where necessary, an arrow indicating the direction of the zone where waiting or parking is prohibited be added to the 'Waiting prohibited' and 'Parking prohibited' signs below the disc. A second similar sign provided with an arrow in the opposite direction might be placed at the other end of this zone. An alternative would be to employ only one sign provided with an arrow, this arrow being accompanied by a figure indicating the length of the prohibited zone.' "

3. *Action taken with regard to the Committee's Recommendation relating to the Observation of the Prescriptions of Articles 3 and 5 and of Annex C of the International Convention relating to Motor Traffic, signed at Paris in 1926.*

The CHAIRMAN stated that the Permanent Committee has asked the Advisory and Technical Committee to initiate action designed to draw the attention of Governments once more to the desirability of complying strictly with the provisions of the 1926 Convention referred to above. The Committee had also urged that the attention of tourist organisations empowered to issue triptychs and other travel documents should be drawn to the same point by way of direct approach, and that they should be asked to insist upon the strict observance of the relevant regulations by the parties concerned.

M. NORDBERG explained that the Permanent Committee's conclusions were due to the fact that the nationality plates on motor-cars were often fanciful in appearance and sometimes very difficult to read, even at a short distance.

An exchange of views took place on the desirability of forwarding a further communication to Governments on this subject through the French Government, with which the text of the Convention was deposited, and which had undertaken to forward all communications relating to the Convention to signatory Governments.

On the CHAIRMAN's proposal, the COMMITTEE adopted the following resolution:

" The Advisory and Technical Committee:

" Notes with satisfaction that, in accordance with the recommendation it made at its nineteenth session, the French Government has drawn the attention

of Governments that had signed the International Convention of 1926 concerning motor traffic to the desirability of complying more strictly with the provisions of Articles 3 and 5 of the Convention and of Annex C, concerning the constitution, position and lighting of nationality plates. In view of the fact that failure to comply with these provisions is still frequent, the Committee considers it expedient that a notification should be sent to the French Government in order that that Government may, if it sees fit, send a further communication to the Governments that have not yet replied to the circular letter of August 3rd, 1936."

It was further decided to instruct the Secretariat with the forwarding of a communication to tourist organisations.

4. *Action taken with regard to the Committee's Recommendation concerning the System of Level-crossings in the Vicinity of Railway Stations.*

The CHAIRMAN stated that the Permanent Committee had associated itself with the recommendation put forward by the Special Committee for the Study of Signals at Level Crossings concerning the desirability of abolishing such crossings. In addition, on the proposal of Prince Ghika, it had expressed the view that the first level-crossings to be abolished should, generally speaking, be those affected by station shunting operations.

M. NORDBERG suggested that the proper procedure would be to send the recommendation for examination to the Special Committee for the Study of Signals at Level-crossings.

M. HEROLD thought that the recommendation as it stood was somewhat too sweeping in laying down the order in which level-crossings should be abolished. Other factors should be taken into account, such as the intensity of the traffic, both by road and rail, at each crossing. Abolition was specially urgent in cases where heavy road traffic was impeded by the shunting operations at stations where there was a considerable volume of rail traffic.

After an exchange of views, the COMMITTEE decided to refer the Permanent Committee's recommendation, together with M. Herold's comments, to the Special Committee for the Study of Signals at Level-crossings.

5. *Unification of Statistics relating to Road Traffic Accidents.*

The CHAIRMAN pointed out that the decisions taken by the Permanent Committee in this matter would, if the Advisory and Technical Committee ratified them, involve the latter in somewhat onerous responsibilities. He accordingly suggested that the Committee should first examine point by point the conclusions arrived at by the Committee for the Unification of Statistics relating to Road Traffic Accidents.¹

This suggestion was adopted.

The CHAIRMAN asked Mme. Lehmann, who had acted as Secretary to the Committee for the Unification of Statistics, to read the conclusions of that Committee and to give any additional information that might be required.

Mme. LEHMANN read out the Committee's twelve conclusions and stated that the Committee had not felt it necessary to make the compilation of statistics compulsory for all road accidents, since it was aware that the collation of complete statistics of accidents causing material damage only was extremely difficult. It had accordingly confined itself to urging the compulsory preparation of statistics of all accidents causing death or bodily injury; a report had to be made on each accident by an agent appointed for the purpose. The Committee had also examined at length the definition of "persons killed", concerning which the present practice of Governments varied considerably. The Committee had come to the conclusion that in order not to distort the statistical results, persons dying within thirty days of the date of the accident should also be included.

The Committee had recommended that the first category of statistics—those relating to the number of accidents, the number of vehicles involved, the number of the victims and the nature of the accident—should be published annually, whereas the second and third categories—relating to the circumstances, and to the causes, of the accident respectively—need not be published more frequently than every five years. The Committee's reasons for making this distinction were that it had desired not to overburden Governments with work, more especially since the statistical data relating to the second and third categories were less subject to variation than the first category.

She added that the Committee proposed to pursue and complete its work in the light of enquiries to be undertaken by the International Statistical Institute at The Hague.

The COMMITTEE adopted the twelve conclusions of the Committee for the Unification of Statistics.

¹ See document C.276.M.179.1937.VIII.

Colonel O'GORMAN (International Aeronautical Federation) pointed out that the report of the Committee for the Unification of Statistics, which contained some interesting conclusions, required to be supplemented in certain respects. The justification for preparing statistics of road accidents was, in his view, the hope of avoiding such accidents. It was therefore essential that the statistics should reveal clearly the main causes of accidents. The report made no mention of two of the most important among such causes—namely (1) the intensity of the traffic; (2) the impossibility for road-users in some circumstances of knowing the intentions of other road-users in their immediate proximity. Every accident became a certainty some moments before it actually occurred; in other words, it became inevitable some distance away from the spot at which it later took place. It generally arose because the persons coming into collision had failed to convey their intentions to one another. The ratios between the number of accidents, the number of vehicles in circulation, population, etc., should be studied not, as the Committee had suggested, in a general manner, but in connection with the accidents that actually occurred. The interesting fact to elucidate in each accident would be the number of vehicles and pedestrians on the road at the time. He felt that conclusion 8 might with advantage be supplemented in that sense. As was well known, the accident curve rose with the intensity of the traffic; therein lay the true cause of accidents.

M. HEROLD considered that the report drawn up by the Committee for the Unification of Statistics relating to Road Traffic Accidents and submitted to the Advisory and Technical Committee was an able piece of work. Since the twelve conclusions it contained had just been adopted, the only question outstanding was that of dealing suitably with the report. He felt that the Advisory Committee should go somewhat further than was proposed in the report and should request Governments to inform the League of Nations of the measures taken by them to give effect to the conclusions of the Committee for the Unification of Statistics. Later, and in the light of the replies received from Governments, the Advisory and Technical Committee would be in a position to decide whether the investigations should be pursued and whether the conclusions of the report needed modification. For the moment, there was no need to go into further details.

Mr. KEANE, while supporting M. Herold's proposals, wished to make a general reservation. He had ascertained that pedestrians were not represented on the Committee for the Unification of Statistics relating to Road Traffic Accidents, whereas motorists were very fully represented. The gap should be filled in future, for it was to be noted that, in a number of countries, pedestrians were organised just as motorists were.

He added that Colonel O'Gorman had drawn attention to two causes of road accidents—in his opinion, the principal ones. For his own part, however, he felt that the most frequent cause was speed.

M. DE VASCONCELLOS agreed that the report of the Committee for the Unification of Statistics relating to Road Accidents was entirely satisfactory. At the same time, it had been found that certain important matters were not dealt with, and he shared Colonel O'Gorman's opinion that the studies bearing on those points should be pursued.

M. KRBEČ proposed that the Committee should take note of the excellent report submitted to it, and should transmit it to Governments—not for acceptance as it stood in every detail, but in order that they should submit any comments which they might desire to make and supply information concerning their own practice in the matter. These replies from Governments would enable the Committee of Statisticians, or the Committee on Road Traffic, to pursue its work.

M. HEROLD felt that M. Krbeč's proposal was incomplete. Governments should be asked: (1) to apply in so far as possible the recommendations of the Committee of Statisticians and to use the tables prepared by the latter as the Committee on Road Traffic had urged, and (2) to forward to the Secretariat, within a fixed time-limit, information on experiments undertaken by them, comments they desired to make, etc., so that the work might be pursued. He feared that, if M. Krbeč's proposal were adopted in its present form, no results whatever would follow.

M. Silvain DREYFUS and Mr. KEANE supported M. Herold's proposal, which M. KRBEČ also accepted, in consideration of the words "in so far as possible" which had been inserted.

The conclusions of the Committee for the Unification of Statistics Relating to Road Traffic Accidents were adopted, subject to M. Herold's suggestions as to procedure and further study. The time-limit mentioned in the latter's proposal was fixed at the end of 1940.

The COMMITTEE adopted the following resolution:

" The Advisory and Technical Committee:

" Adopts the conclusions reached by the Committee for the Unification of Statistics relating to Road Traffic Accidents;

" Requests the Council to communicate the Committee's report to Governments in order that these should in future draw up their statistics on the subject in accordance with the recommendations and tables annexed to the report, and should inform the Secretary-General of the League of Nations, before december

31st, 1940, of any experience they may have gained and of any other observations they may see fit to make.”

M. Silvain DREYFUS drew attention to the following passage in the report of the Permanent Committee on Road Traffic: “ Moreover, the attention of Government delegates to this Congress (*i.e.*, the Road Congress) should no doubt be drawn to the necessity for avoiding duplication in the work of Road Congresses and that of the Communications and Transit Committee”. The idea was excellent, but how was it to be applied? The countries taking part in the Road Congress to be held at The Hague in 1938 were not all Members of the League, and it would accordingly be wiser to put forward a recommendation which did not expressly mention Government delegates.

The CHAIRMAN felt that, in the circumstances, the idea might be expressed, as M. Silvain Dreyfus had suggested, in a recommendation to be forwarded to the Bureau of the Permanent International Association of Road Congresses.

Agreed.

6. *Unification of the Direction of Road Traffic.*

In reply to the Chairman, M. NORDBERG explained that the Permanent Committee's recommendation relating to the taking of certain preliminary measures by countries in which traffic kept to the left, with a view to preparing for a change-over to the right, was intended to apply to European countries only.

M. DE CASTRO asked what were the technical reasons which had led the Permanent Committee to the conclusion that the rule of keeping to the right was preferable. Further, he thought that this question should form the subject of a recommendation to be addressed to the Governments of all countries, since the problem was universal. Consequently, it was also of the greatest interest to non-European countries.

M. VALDES-ROIG agreed with this view.

M. NORDBERG replied that the rule of keeping to the right had not been considered preferable for technical or scientific reasons; the Permanent Committee had urged the general adoption of the right-hand rule solely because that rule was already applied in the majority of European countries. As to the restriction of the scope of the recommendation to Europe, the Committee had in so doing desired to deal with the most urgent matter first; moreover, it had not yet sufficient information concerning practice in non-European countries.

The COMMITTEE adopted the following resolution:

“ The Advisory and Technical Committee:

“ Considers it desirable that, in order to hasten the adoption of the rule that all traffic should keep to the right, the various States whose traffic still keeps to the left should, when renewing transport material—tramways, motor omnibuses, etc.—take the necessary preparatory steps to enable the direction of traffic to be changed with the minimum expense when the time comes;

“ Requests the Secretary-General of the League to inform Governments of this recommendation;

“ Requests its Permanent Committee to extend its enquiry concerning the unification of the direction of road traffic so as to cover non-European countries.”

7. *Simplification of Travelling Documents.*

(a) *Standardisation of National Driving Licences and National Registration Cards.*

M. NORDBERG explained that certain countries had, by means of bilateral agreements, already relieved foreign motorists from the obligation of producing the international documents specified in the 1926 Convention. Difficulties had arisen, however, because the officials of the frontier control services had been unable to verify whether the document submitted to them—a document of which the shape and appearance varied considerably from country to country and the text of which was often unintelligible to them—was in fact a driving licence or a registration card. To remedy this state of affairs and to facilitate the reciprocal recognition by other countries of national travelling documents, the Permanent Committee, at the request of the International Association of Recognised Automobile Clubs (I.A.R.A.C.), had adopted this proposal.

An exchange of views took place on the relative merits of the international permits prescribed in the 1926 Convention relating to Motor Traffic, and of standardised national permits.

M. NORDBERG made it clear that the international documents provided for in the Convention would of course remain valid as long as the Convention itself was in force. But certain countries had, in addition, through bilateral agreements, decided to accept the corresponding national

documents as equivalent to the international papers. The Committee's recommendation on standardising the documents was designed to encourage the conclusion of further agreements of this type. Countries where the driving licence system was not applied would naturally continue to use the international permit.

M. Silvain DREYFUS said that the general recognition of national travelling documents would lead to a position identical with that at present obtaining in regard to national tonnage measurement certificates of vessels engaged in inland navigation, which are recognised by all countries.

The COMMITTEE adopted the following resolution:

“ The Advisory and Technical Committee,

“ In order to facilitate the recognition abroad of national driving licences and national registration cards:

“ Recommends the adoption of a uniform model for each of the above-mentioned documents, uniformity applying to the external aspect, maximum and minimum dimensions, colour and inscriptions on the cover. These inscriptions should be in at least two languages, the national language and French, as in the case of Customs carnets. Simply as an indication, the new driving licence and the new registration card should be very similar to the models reproduced in Appendix to Annex 5 of the Report of the Permanent Committee on Road Traffic on its eleventh session,¹ it being understood that the maximum dimensions of these documents should not exceed 15 cm. by 10.5 cm.

“ The Committee requests the Secretary-General of the League to bring this recommendation to the notice of Governments.”

- (b) *Plan for the Drawing-up of a Passport for Motor Vehicles: Proposal by the Royal Automobile Club of Norway.*

The ADVISORY COMMITTEE took cognisance of the findings of the Permanent Committee.

8. *Instruments adopted by the European Conference on Road Traffic: Position as regards Signatures, Ratifications and Accessions.*

The ADVISORY COMMITTEE took cognisance of the conclusions of the Permanent Committee.

9. *Revision of the International Conventions of April 24th, 1926, relating to Motor Traffic and Road Traffic.*

The ACTING SECRETARY-GENERAL OF THE COMMITTEE drew attention to Annex 9 of the Permanent Committee's report¹, in which an extract from the report of the Second Committee to the Assembly, adopted by the latter on October 10th, 1936, was reproduced.

In the report in question, the delegate of Denmark expressed the hope that the Organisation for Communications and Transit would secure a wider degree of uniformity in traffic regulations and road signals. He urged the organisation to be active in the pursuit of its efforts to achieve an international code in the matter of road traffic and road signals, and to consider the desirability of revising the existing Conventions and perhaps of re-arranging the provisions of those Conventions with a view to a more systematic presentation.

M. NORDBERG pointed out that the Permanent Committee had duly noted this recommendation. The Committee was actively pursuing its work on road signals and, as regards the revision of the 1926 Conventions, it had decided to wait for the result of the preparatory work in which the I.A.R.A.C. was at present engaged before undertaking this new task.

At the suggestion of M. KRBEČ, the COMMITTEE adopted the following resolution:

“ The Advisory and Technical Committee requests its Permanent Committee to consider the expediency of revising the International Conventions of 1926 on Motor Traffic and Road Traffic and the Convention of March 30th, 1931, on the Unification of Road Signals, and, if necessary, of re-grouping the provisions contained in them with a view to obtaining a more systematic whole, and to report in due course to the Committee.

¹ Document C.322.M.217.1937.VIII.

“ In the course of this enquiry, the Permanent Committee will consider the suggestions communicated to it by the International Transport Workers' Federation and reproduced, together with the Committee's observations, in Chapter X of its report on its eleventh session, under points A 1, C 2, 5 and 6.”

10. *New Programme of Claims put forward by Motor Drivers, communicated by the International Transport Workers' Federation.*

On the proposal of the CHAIRMAN, the Committee considered *seriatim* the conclusions reached by the Permanent Committee on these claims.

Point A 1.

On the proposal of M. NORDBERG, seconded by M. Silvain DREYFUS and Colonel PERON, the COMMITTEE decided to refer the matter to the Permanent Committee on Road Traffic for consideration together with the other questions the solution of which involves an amendment of the International Convention of 1926 on Motor Traffic.

Point C 2.

M. Silvain DREYFUS pointed out that, although the provisions in question were not among those at present regulated by the Convention of 1926, they might usefully be embodied in the revised Convention. He therefore proposed that this question also should be set aside and referred to the Permanent Committee to be dealt with when the revision of the Convention came to be considered.

Agreed.

Point C 5.

On the same grounds, the COMMITTEE decided to refer the matter to the Permanent Committee.

Point C 6.

The same decision was taken in this respect.

Points D 1, 2, 3 and 4.

The COMMITTEE noted the conclusions reached by the Permanent Committee on each of these points.

Point D 5.

M. Silvain DREYFUS thought that the wording of the conclusions did not make it very clear what action the Committee recommended in regard to this claim; nor did he quite understand whether the words “ special tracks for cyclists ” meant the laying of separate tracks alongside the roads or that of tracks situated away from the roads.

M. NORDBERG replied that the Permanent Committee had contemplated bicycle tracks alongside the roads. On the other hand, the reason why the Committee had been asked by the British member not to make a more explicit recommendation was that, in the United Kingdom, cyclists, who were very numerous and well organised, strongly objected to any regulations requiring them to use special tracks.

Colonel O'GORMAN (International Aeronautical Federation) confirmed the statement that cyclists in the United Kingdom objected strongly to special tracks, and would use all their influence, which was considerable, to prevent the passing of an act requiring them to use such tracks only.

After an exchange of views, the COMMITTEE adopted the following resolution:

“ The Advisory and Technical Committee, seeing that the construction of special tracks for cyclists is very desirable, requests the Secretary-General of the League to communicate this view to Governments, and to suggest that they give the construction of such tracks the most favourable consideration.”

Points E 3 and 5.

The COMMITTEE took note of the conclusions reached by the Permanent Committee on these points.

II. *Commercial Motor Transport.*

M. NORDBERG stated that the Permanent Committee, while taking the view that the provision of wider commercial motor transport facilities was desirable, mainly by means of bilateral agreements, and should be extended to matters other than triptychs, had not considered that any special recommendation need be addressed to Governments in that respect.

M. DELANNEY (International Chamber of Commerce) pointed out that there was a lacuna in international law, inasmuch as it did not regulate commercial motor transport. The International Chamber of Commerce was still taking a lively interest in the problem. At its Berlin Congress of July 1937, the Chamber had adopted a resolution urging the League of Nations to resume the work that had been started in 1930 and 1931, with a view to an international convention on commercial motor transport. M. Delanney appreciated the inherent difficulties, but, on behalf of the International Chamber of Commerce, expressed the hope that the Transit Organisation would once more actively pursue the work interrupted in 1931.

The International Chamber of Commerce would likewise continue to work in this field, and would communicate the results to the Committee.

The COMMITTEE thanked M. Delanney for his statement and took note of the Permanent Committee's conclusions, which it endorsed.

12. *Compulsory Insurance of Motorists against Payment of Damages to third Parties.*

(a) *System applied to Foreign Motorists travelling in Countries where Insurance is compulsory.*

The COMMITTEE noted the Permanent Committee's statements.

(b) *Recommendation by the Committee of Enquiry for the Civil Liability of Motorists (Third-party Risks) set up by the Rome International Institute for the Unification of Private Law to the effect that the Permanent Committee should undertake an Enquiry and collect Statistics relating to the Compulsory Insurance of Motorists.*

The CHAIRMAN asked Dr. Rothmund, who had taken part both in the work of the Rome Committee of Enquiry and in that of the Permanent Committee, to state and comment upon the conclusions of the latter.

Dr. ROTHMUND pointed out that the questions asked by the Rome Institute were three in number, the first reading as follows:

" 1. What is the percentage of insured motor vehicles as compared with the number of motor vehicles in circulation in countries which have not adopted compulsory insurance ? "

The Permanent Committee had recognised that the reply might be supplied by the I.A.R.A.C. and the International Touring Alliance (I.T.A.), which should, however, be asked to indicate for the various countries whether their replies related to motor vehicles in circulation or registered motor vehicles.

The second question was worded as follows:

" 2. What is the approximate percentage of accidents caused by motor vehicles for which no compensation could be obtained, compared with the total number of accidents during a year ? "

It did not appear to the Committee that either the Governments or the various groups concerned were in a position to furnish a satisfactory reply. Consequently, the Committee had not seen its way to undertaking any examination of this question. The Rome Institute, to which the Committee's objection was communicated, had not pressed the point.

The third question was worded as follows:

" 3. What is the proportional increase of legal proceedings against and compensation paid by insurance companies in countries where the insurance of motorists is compulsory, compared with the year preceding the introduction of such insurance ? "

The Permanent Committee had considered that this question, which was especially of interest to insurance companies and might be submitted to Governments of countries which had introduced compulsory insurance, ought to be worded as follows:

" Did a substantial increase of legal proceedings taken against and compensation paid by insurance companies in countries where the insurance of motorists is compulsory occur during the year following the adoption of the system ? "

M. DUCHAINE (I.T.A.) thought the reply to the third question might be misleading, if no allowance was made for the increase in the number of motor vehicles in circulation.

On the proposal of M. Silvain DREYFUS, the COMMITTEE decided that the third question should begin with the words " Other things being equal ".

Dr. ROTHMUND finally drew the Advisory and Technical Committee's attention to the Permanent Committee's suggestion that the resolution adopted on November 25th, 1936, by the Committee of Enquiry for the Civil Liability of Motorists be referred to the Advisory and Technical Committee. The Permanent Committee had considered that the resolution was concerned with measures to give effect to the draft prepared by the Rome Institute with a view to standardising provisions for the compulsory insurance of motorists, and should consequently be examined in conjunction with that draft.

The COMMITTEE approved the various conclusions reached by the Permanent Committee, adopted the amended draft given above for Question No. 3 and decided to refer the resolution of November 25th, 1936, to the Committee which it had asked to examine the two draft proposals prepared by the Rome Institute (see Chapter XI, page 30).

13. *Various Questions: Safety of Pedestrians.*

The ADVISORY AND TECHNICAL COMMITTEE took note of the action taken by the Permanent Committee with a view to resuming the study of the safety of pedestrians.

On the suggestion of Mr. KEANE, the COMMITTEE recommended that the two Rapporteurs appointed by the Permanent Committee should get into touch with the organisations engaged in protecting the rights of pedestrians.

14. *Statement by M. de Ruelle.*

M. DE RUELLE drew the Permanent Committee's attention to an invention by means of which motorists and other road-users could avoid being dazzled by headlights. This device was based on the principle of indirect lighting. A floodlight placed behind the fender lit up the vehicle and the road for a length of a hundred metres both ahead of and in the rear of the vehicle. This did away with the dark area which a vehicle always entered after it had passed another vehicle travelling in the opposite direction. The invention had been described in several reviews, more especially in that published by the Royal Automobile Club of Belgium.

Colonel O'GORMAN (International Aeronautical Federation) mentioned another device designed to prevent dazzling. This consisted in using a source of light polarised vertically, and supplying drivers with glasses or windscreens polarised horizontally. Clearly, a device of this kind could only prove helpful if it were universally adopted. That was the difficulty.

M. NORDBERG objected that this device would not solve the problem for pedestrians and cyclists.

Colonel O'GORMAN (International Aeronautical Federation) replied that the only solution would be to make the pedestrians and cyclists wear the horizontally polarised glasses.

M. NORDBERG, in reply to M. de Ruelle, thought it would be difficult for the Permanent Committee to investigate a device invented by a private individual. The Committee had already on several occasions refused to examine various inventions submitted by private persons or groups.

M. Nordberg thought that the International Commission on Illumination, the headquarters of which were in the United Kingdom, was the organisation to which such proposals should be submitted.

M. DE RUELLE accepted this explanation.

XI. CIVIL LIABILITY OF MOTORISTS AND COMPULSORY INSURANCE.

The CHAIRMAN reminded the Committee that two representatives of the Organisation for Communications and Transit—His Excellency Dr. Soubbotitch, member of the Permanent Legal Committee, and Dr. Rothmund, member of the Permanent Committee on Road Traffic—had followed the work undertaken in this connection by the International Institute of Rome for the Unification of Private Law and had reported to the Committee on the results of that work, which was now completed (see Annex 2). The Chairman asked if either of the two representatives of the Organisation had anything to add.

Dr. ROTHMUND stated that the Rome International Institute had decided in 1934 to investigate the unification of the civil liability of motorists for damages to third parties. The Permanent Committee on Road Traffic had on the other hand selected for examination the compulsory insurance of motorists against payment of damages to third parties. Since the two questions were closely connected, the Rome Institute had also had occasion to consider the latter.

In order to avoid overlapping, the Advisory and Technical Committee had asked Dr. Soubbotitch and Dr. Rothmund to co-operate in the work of the Institute. M. Lukač, a member of the Communications and Transit Section, had likewise attended a session of the Committee of Enquiry.

The Rome Institute had prepared two drafts: (1) a preliminary draft of a Uniform Law on the Civil Liability of Motorists; (2) a preliminary draft of Uniform Provisions concerning the Compulsory Insurance of Motorists. [The preparatory work undertaken by the Institute and the

composition of the Committee that had prepared these drafts was described in the report that Dr. Soubbotitch and Dr. Rothmund had submitted to the Committee (see Annex 2). Dr. Rothmund then briefly stated the fundamental principles on which the two drafts prepared by the Institute were based.

Preliminary Draft of a Uniform Law on the Civil Liability of Motorists.

The comparative study drawn up by the Secretariat of the Institute showed that there were considerable differences between the various systems of positive law, more particularly on the fundamental question of the nature and the limits of the liability. Whereas under some legal systems the motorist is subject to the ordinary rules of liability *ex culpa*, under others he is charged with objective and causal liability, but has a limited possibility of proving his innocence. Other legislations again have transferred the burden of proof in the victim's favour by setting up a presumption that the author of the damage is at fault, and by introducing extremely limitative provisions as regards proof of innocence. The draft is based on an attenuated form of causal responsibility, the holder and the driver being declared jointly and severally responsible for the damage caused by a motor vehicle during circulation. The parties in question may, however, in certain specific cases, be exempted from liability, the driver having wider possibilities in this connection than the holder. Even if the victim is at fault, the holder and driver will still be liable if they are proved to have committed a fault. In such case, the judge will determine the compensation after taking all the circumstances into consideration. When injury is done by more than one motor vehicle, the various holders and drivers are jointly and severally responsible to the third party. If a collision occurs between vehicles, the compensation to be paid will, in principle, be divided in proportion to the fault attaching to each holder or driver. The amount of the compensation for injury is fixed in accordance with national law, *i.e.*, according to the law in force at the place of the accident.

Action for compensation may be entered in the court of the place of the accident, or in the court of the domicile of the defendant. The sentence passed in application of the law will be enforceable in all States that have acceded to the convention.

The provisions of the law will not apply to liability for damage caused by the vehicle to the persons or objects transported by it.

Preliminary Draft of Uniform Provisions concerning the Compulsory Insurance of Motorists.

The Committee of Enquiry had considered that legislation in respect of the civil liability of motorists should be supplemented by guarantees in favour of the third party injured by a motor accident. The Committee of Enquiry had rejected the guarantees provided by the system of deposits and by that of an autonomous guarantee fund. It had, from the outset, unanimously decided to accept the system of compulsory insurance. The preliminary draft provides that the owner or any other holder must take out a civil liability insurance policy to cover the damage, either personal or material, that may be caused to third parties by a motor vehicle in circulation. The insurance policy does not cover civil liability for damage arising out of fraudulent acts committed by the insured party. The taking-out of a civil liability insurance policy constitutes one of the conditions upon which a motor vehicle is allowed to circulate.

One of the provisions that had been discussed at length was that entitling the victim to take proceedings direct against the insurer. The German experts, while admitting that direct action against the insurer afforded a guarantee, were unable to accept the introduction of this measure.

The preliminary draft included a provision under which States may grant a legal first lien to the insured party on the compensation payable by the insurer, the said lien being so arranged that payment of compensation will in no way constitute proof of innocence if the compensation is not received by the injured party, unless the latter consents. The amounts payable as compensation are to be fixed by each contracting State. Nevertheless, the draft provided for a minimum of 10,000 gold francs for each victim, and in the case of material damage, a minimum of 5,000 gold francs for each accident.

Dr. Rothmund added that both preliminary drafts contained a clause enabling contracting parties to limit the application of the uniform provisions exclusively to cases of an international character.

In conclusion, he wished to express to M. Matteucci, both on his own behalf and on that of Dr. Soubbotitch, their appreciation of the preparatory work carried out by the Rome Institute. This work had greatly facilitated that of the Committee of Enquiry.

M. MATTEUCCI (Member of the Secretariat of the Rome International Institute of Private Law) said the Institute was glad that the result of its work should be examined by so authoritative a body as the Advisory and Technical Committee. On behalf of the Institute, he thanked Dr. Soubbotitch, Dr. Rothmund and M. Lukač for their valuable assistance. A remarkable spirit of agreement and understanding had prevailed throughout the two years during which they had co-operated with the Institute. He had hardly anything to add to Dr. Rothmund's lucid statement of the principles on which the two preliminary drafts were based, but would merely say a few words as to the results that were expected and the scope of the drafts. The preliminary draft concerning civil liability would apply a uniform system of law to disputes arising out of road accidents. Motorists would thus know how far they were liable, whatever the country in which they might cause damage. This knowledge would benefit both the development of international

traffic, and also the insurance market by improving the conditions on which insurance policies could be taken out.

Finding that a uniform law on civil liability would afford neither the motorist nor the victim a sufficient guarantee, the Committee had completed its work by drafting uniform provisions concerning compulsory insurance. This system had already been adopted by several States and was still under consideration in others. The preliminary draft dealing with compulsory insurance had been worded so as to permit of its adoption in the form of an international convention, laying down general principles that could, if necessary, be adapted to different administrative systems.

As Dr. Rothmund had already pointed out, the scope of both drafts could be confined to cases of an international character without affecting internal legislation. It might also be added that, although the two preliminary drafts dealt with subjects that were closely connected, they could be adopted independently of one another.

In preparing the drafts, the Committee of Enquiry had not been concerned with purely legal considerations but had made substantial allowance for the interests of motorists, insurance companies and industrialists, who had had an opportunity of stating their case through the intermediary of big tourist associations and some national organisations of insurance companies.

The eventual adoption of the drafts would undoubtedly be facilitated by the further consideration they were to receive both on the part of the Communications and Transit Organisation and on that of the other international organisations concerned.

Colonel O'GORMAN (International Aeronautical Federation) said it was desirable that the international organisations representing road users should examine the principles on which the two drafts were based. He must at once raise an objection of substance as to the principle laid down for the proof of liability in the first preliminary draft, which provided that the liability of the motorist should always be presumed. Reference to statistics for fatal road accidents in the United Kingdom had shown that, in 74 % of the accidents reported for the whole country on August 8th, 1936, persons other than the motorists were responsible. As regards accidents in London, where motor traffic was particularly heavy, according to the statistical report of the Commissioner of Metropolitan Police for 1936, the motorists were the responsible cause of accidents in only 17 % of the cases. In the United Kingdom and the United States and in all other English-speaking countries, defendants were always presumed to be innocent until proved guilty. The draft prepared by the Rome Institute reversed that presumption, and required the motorist to prove his innocence. Colonel O'Gorman could not agree to that principle, which was unfavourable to the motorist.

M. DELANNEY (International Chamber of Commerce) had been glad to hear M. Matteucci say that the Rome Institute intended to consult the various organisations concerned. He pointed out that the congress held by the International Chamber of Commerce in Berlin during July 1937 had adopted a resolution requesting the Chamber to study the civil liability and compulsory insurance of motorists.

The CHAIRMAN suggested that, for the time being, the Committee should not discuss the substance of the question, but should appoint a special committee of jurists who were experts on road traffic and motor insurance to consider the draft and to report to the Advisory and Technical Committee. The special committee might also secure the co-operation of the various international organisations concerned.

M. DE RUELLE thought some preliminary discussion of principles was necessary, more particularly in view of the fact that, in several countries, draft regulations on this subject had been laid before the legislature. He had examined with much interest the two drafts submitted by the Rome Institute and thought that both, particularly the first dealing with the civil liability of owners and holders of motors, achieved a happy combination of the three principal systems at present in force, the first of which required the plaintiff to prove his case, while the second was based on causal liability and the third on the system of lump-sum payments, this last being in most countries the basis of the laws and regulations concerning industrial accidents.

Countries that were not prepared to adopt any particular system, added M. de Ruelle, would be able to apply an intermediate one for which the Institute's draft made provision.

M. DELAQUIS (International Touring Alliance) made the following statement:

" I attended the proceedings of the Committee for the Civil Liability of Motorists of the International Institute for the Unification of Private Law at Rome, as a member of that Committee, as a Swiss jurist and also as representative of the International Touring Alliance, an organisation comprising tourists of all categories—motorists, motor-cyclists, pedal-cyclists, pedestrians, etc. You will therefore realise that I cannot view this question from the narrow standpoint of the particular interests of one class of road users; I have to consider the generality of interests at stake.

" Adopting this approach to the problem, I must proclaim my advocacy of the principle of *causal or objective liability*, and this for the following reasons:

" 1. I am in favour of causal liability not so much for legal as for *social reasons*. The causal liability system guarantees that the victim will receive compensation for the damage sustained; while the motorist for his part does not, when the damage is considerable, risk being ruined by the payment of compensation, as that risk is covered by civil liability (third party) insurance. I share the view of M. Adrien Lachenal, the Administrator of the Touring Club de Suisse, who, in a report

submitted in 1933 to the General Assembly of the International Touring Alliance at Rome, wrote as follows:

“ ‘ . . . I must say that, though a few years ago I was opposed to causal liability, I have perforce realised that that system was necessary; that it is perfectly compatible with motorists' interests through the countervailing advantage obtainable from insurance on sound conditions; that the motor-car undoubtedly constitutes an exceptional risk for others; and that it is only right to make better provision than hitherto for compensation for damage’

“ ‘ Lastly, the admission by motorists of this increased risk is a useful concession to the great majority of their fellow-citizens who are not motorists; and, from the social point of view, it is not without importance that certain antagonisms should be thus resolved; moreover, motorists would then be free to lay stronger claim to equitable treatment or to facilities which there has been a frequent tendency to refuse them’

“ 2. The *consequences* of causal liability are much less remote than is thought from the consequences of liability *ex culpa*, because, in the circumstances created by modern traffic, *legal practice*—and especially that of the Paris Court of Cassation and of the Swiss Federal Court—is bringing the effects of this system more and more into line with those of causal liability.

“ It must be borne in mind, however, that, in any system based on causal liability, the limits of liability are clearly defined, whereas a legal practice based on the principle of liability *ex culpa*, which is constantly extending the notion of fault, offers the motorist no guarantee as to the limit of his liability.

“ It must therefore be remembered that the *draft* submitted to you *contains certain attenuations*, since it provides for the exemption from liability of the holder and the driver when the damage has been caused solely through the fault of the injured person or of a third party, or by *vis major*, and it allows that the judge, in determining the compensation, will take the contributory culpability of the injured person into account, even when it is not the sole cause of the accident. Further, the driver can free himself from liability if he proves that he took every precaution to avoid the accident.

“ 3. A further argument in favour of causal liability is the fact that *this system is already in force in Austria, Germany, Norway, the Netherlands and Switzerland*; that other countries, such as Italy, are tending towards causal liability by allowing the burden of proof to be transferred in the victim's favour, and those which still have the system of liability *ex culpa* are considerably widening it.

“ I agree with M. Jossierand, former Dean of the Faculty of Law at Lyons, Judge at the Paris Court of Cassation, who in 1935 expressed the following view before the Committee for Civil Liability, of which he is a member:

“ ‘ If the Committee does not adopt the principle of objective liability, it will have helped to promote a retrograde movement in the history of liability and will no longer be in accord with the legislative trend of to-day.’

“ 4. Lastly, it seems to me hardly possible for an *international settlement* on the question to be reached otherwise than on a basis of causal liability.

“ The draft allows each country the option of adopting the system *only for international relations*—that is to say, when in a given country there is an accident in which a vehicle of foreign registration is involved. Accordingly, for its home traffic, each country would be free to maintain whatever legislation it preferred.

“ It must be borne in mind that countries which already have the causal system would not admit an *ex culpa* system for international relations, since foreigners would thereby be placed to some extent in a privileged situation as compared with nationals, and that would be contrary to generally accepted principles. On the other hand, if the system of causal liability is admitted for international relations, the *ex culpa* principle might still be maintained unchanged for nationals in countries which did not wish to give up that system.

“ For all the reasons I have briefly explained, I give my opinion in favour of the principles governing the draft submitted to you.”

M. DELANNEY (International Chamber of Commerce) pointed out that the Chamber, which was also studying compulsory insurance, had found that there were drawbacks to that system. He did not think there was any logic in the conclusion that, because some countries had introduced compulsory insurance, the system was a good one. The results of experiments made in that connection called for investigation.

In the course of discussion at the International Chamber of Commerce, it was found that the adoption of compulsory insurance did not fully ensure the compensation of pedestrians in respect of motor accidents. It was hard to devise an entirely satisfactory plan. The non-payment of premium might, for instance, give the insurance company grounds for refusing to admit liability. Although compulsory insurance had been in force in the United Kingdom for a long time, that country was contemplating stricter legislation in regard to civil liability.

Dr. DE VASCONCELLOS entirely agreed with M. de Ruelle and supported the Chairman's proposal that both drafts should be referred to a special Committee.

M. HEROLD was sure he interpreted the views of all his colleagues in expressing admiration for the excellent work done by the Rome Institute. While congratulating the Institute on what

had already been accomplished, the Committee could not fail to observe that much remained to be done before an international agreement could be reached. He therefore supported the Chairman's proposal to set up a special Committee.

M. DE RUELLE urged that the Committee should thoroughly examine what had been done and not simply give its approval. The notion of compulsory insurance against all risks was still severely criticised and would probably call for some exceptions.

The COMMITTEE decided that the Chairman should set up a special Committee to examine the drafts prepared by the Rome Institute and report to the Advisory and Technical Committee, to which it might, if necessary, submit preliminary reports. The Rome Institute would be invited to appoint representatives to take part in this work and the Committee might further secure the co-operation of automobile and insurance associations and, if necessary, that of other bodies concerned.

The COMMITTEE further decided to congratulate the Rome Institute on the remarkable work that had been done.

On the proposal of Dr. SOUBBOTITCH, who had already had occasion to observe the considerable interest taken in the Institute's reports, particularly in legal circles, the COMMITTEE expressed the hope that the drafts prepared by the Institute would be published and placed on sale. The COMMITTEE consequently adopted the following resolution:

“ The Advisory and Technical Committee,

“ Having taken note of the preliminary drafts of a uniform law on the civil liability and the compulsory insurance of motorists, prepared by the Committee of Jurists set up by the Rome International Institute for the Unification of Private Law:

“ Congratulates the Rome International Institute on the remarkable work it has accomplished;

“ Gives the Chairman of the Committee authority to set up a Special Committee, consisting of experts on legal matters, road traffic and insurance, to study the drafts submitted.

“ The Rome International Institute for the Unification of Private Law shall be invited to appoint two representatives as members of the Committee. Further, the Committee may invite organisations concerned, such as the International Chamber of Commerce, the international organisations of motorists, insurance associations, etc., to send representatives *ad audiendum* to attend its meetings.”

XII. SIGNALS AT LEVEL-CROSSINGS.

M. Silvain DREYFUS thought the issue at present was whether it would be worth while summoning a Conference to consider this question. He noticed that the Secretariat had received thirty-eight replies to the circular letter that had been sent to Governments (Annex 10) and he did not think that many others were likely to be received. Was there a sufficient number of favourable replies to justify the summoning of an international conference? The question of signals at level-crossings was so important that he thought the Committee ought to reply in the affirmative on the lines indicated in the circular letter of March 23rd, 1936.

The ACTING SECRETARY-GENERAL OF THE COMMITTEE briefly stated the position, and asked whether the Committee would be justified in telling the Council that the question was ripe for submission to a conference. The programme that had been laid down possibly contained all the points that should be included in a draft convention, but those points had not been set out in that form, and it would perhaps be better to draft a convention first.

He therefore thought that the Special Committee on Signals at Level-crossings should be asked to submit its report in the form of a draft convention. The Advisory and Technical Committee would then be in a position, at its next session, to submit a definite proposal to the Council, which could decide whether a conference should be summoned.

M. HEROLD did not wish to dispute the soundness of M. Silvain Dreyfus' arguments, but, while admitting that the problem ought to be solved as soon as possible, thought the immediate summoning of a conference would be premature, both for the technical reasons given by the Acting Secretary-General of the Committee and also because some particularly important countries did

not appear on the list of those prepared to take part in the Conference. If the convention concerning signals at level-crossings was to be really effective, the countries applying it must constitute a compact block. The Secretariat should complete the information, and more especially try to obtain the views of the countries that had not yet replied.

The working programme outlined by the Acting Secretary-General of the Committee was adopted. It was understood that the results of the Special Committee's enquiry should be submitted to the Advisory and Technical Committee at the next session, and that meanwhile the Secretariat would try to obtain further replies from Governments.

The COMMITTEE adopted the following resolution:

“The Advisory and Technical Committee, having examined the replies received by the Secretariat as a result of the consultation of Governments in regard to the programme drawn up by the Committee at its nineteenth session regarding signals at level-crossings, requests the Special Committee that drew up the documents in question to prepare, in the light of the replies already received from Governments or of those that may still be received by the Secretariat, a draft convention which the Committee will examine at its next session.”

The ACTING SECRETARY-GENERAL OF THE COMMITTEE pointed out that certain members of the Special Committee might find it impossible to take part in the future work of that Committee.

The COMMITTEE authorised its Chairman to complete the Special Committee in the event of its not having the necessary experts to carry out its task.

XIII. CO-ORDINATION OF TRANSPORT.

The CHAIRMAN observed that, apart from the general question of the co-ordination of transport, on which the Secretariat collects documentary material, the Committee had to consider a point raised in the Second Committee of the 1936 Assembly by the Czechoslovak delegate, as regards the alleged granting of secret tariff reductions by railway companies to some users (Annex II).

M. Silvain DREYFUS made the following statement:

“I think I ought at this stage to submit to the Transit Committee certain observations suggested by a point made in the Czechoslovak delegate's statement. He said that, in his opinion, certain railways grant secret tariff reductions not available on the same conditions to all users.

“I should like to point out in this connection that the provisions contained in Articles 9 and 10 of the Berne Convention are strictly applied by the French railways and that no secret refund is made to users as an inducement not to use motor-lorries. There certainly are tariffs enabling railway companies to protect themselves against competition, but these tariffs have been published and approved by the Government.

“At no time has France contemplated taking the course recommended in Rome by Czechoslovakia and the Government of the Saar Territory. Such measures of co-ordination as may be applied will respect the principle of equality of treatment on which French railway legislation is based.

“What is more likely is that this principle will be extended to other means of transport by new price regulations applicable either to roads or to waterways.”

M. HEROLD thought the Committee ought to give the Secretariat instructions as to the way in which the information collected should be used. In his view, the Secretariat ought to classify and analyse the fact, to draw conclusions and to submit any pertinent proposals. The Committee, however, should not neglect this work, but should set up a committee of enquiry to co-operate with the Secretariat in investigating the matter. This method would be similar to that adopted in dealing with the question of the joint ownership of frontier stations.

The Committee that had been set up for this question had submitted a concise statement of the essential facts in a very useful document.¹ The Secretariat would clear the ground, and then the special committee would, together with the Secretariat, carry the investigations further. This procedure would probably take several years, but the work would certainly be useful.

As regards the point raised at the seventeenth ordinary session of the Assembly in 1936 by the Czechoslovak delegate, M. Herold entirely agreed with M. Silvain Dreyfus. There was, moreover, nothing to prevent the special committee from also dealing with this matter, which came within the general scope of the co-ordination of transport.

Dr. DE VASCONCELLOS did not object to the procedure suggested by M. Herold, but thought that the appointment of a special committee would be premature. The co-ordination of transport

¹ Document C.144.M.75.1935.VIII.

was an urgent question in many countries, but it had only reached the stage of national legislation. For the time being, it would be better to collect and classify material, or, in other words, to clear the ground. Next year it might be possible to discuss the appointment of a special committee. What was needed at the present stage was secretarial work.

M. KRBEČ said that in principle he agreed with M. Herold as regarded the first question, but thought the appointment of a special committee could wait another year. As regarded the second question, he wished to say that the statements made at the Assembly by the Czechoslovak delegate were in no way directed against the French railways. As a member of the Committee, M. Krbeč was not particularly anxious that the question should be examined internationally. The Czechoslovak railway administration had had occasion to deal with the matter in 1933. Since then it had had to adapt itself to the situation. If, however, M. Herold thought the special committee might usefully consider the matter, M. Krbeč would have no objection.

M. NOÉ (Central Office for International Transport by Rail) explained that, at its nineteenth session, the Committee had adopted a resolution concerning the ratification and application, at the earliest possible date, of the new international Conventions, drawn up at Rome in 1933, on the Transport of Goods by Rail (C.I.M.) and of Passengers and Luggage by Rail (C.I.V.). He wished to make the following statement in this connection:

According to information received by the Central Office for International Railway Transport at Berne, seventeen States had, by August 25th, 1937, deposited the instruments of ratification of the new Conventions of 1933—namely, Austria, Sweden, Germany, Norway, Hungary, Italy, Denmark, Poland, Free City of Danzig, Luxemburg, France, Estonia, the Netherlands, Belgium, Latvia, Switzerland and Czechoslovakia. Eight States in all had not deposited such instruments—namely, Bulgaria, Finland, Greece, Liechtenstein, Roumania, Spain, Turkey and Yugoslavia. Nevertheless, the Swiss Government had felt it could legitimately contemplate the summoning, for November next, of a diplomatic Conference to fix the date at which the new Conventions would come into force. The date suggested, subject to the necessary reservations, was July 1st, 1938.

The COMMITTEE took note of M. Noé's statement.

M. NOÉ then said that, in connection with the co-ordination of transport, reference had been made to the secret tariff reductions that railway administrations, competing with motor transport, appeared sometimes to grant to some users in international as well as in home traffic. Article 10 of the International Convention of October 23rd, 1924, concerning Transport of Goods by Rail provided, in this respect, that any private agreement by which a reduction in rates is purported to be given to one or more consignors of goods contrary to the tariffs was forbidden and null and void. Nevertheless, reductions in rates were permissible if they were duly published and equally accessible to all under the same conditions. The new C.I.M. Convention of 1933 contained the same provision in Article 9, paragraph 3, the Rome Conference for the revision of the Convention not having adopted the amendments proposed in this respect by two Contracting States.

If a consignor held that he was injured by secret tariff reductions granted by a railway company or, in the case of international traffic, by several railway administrations, he only had recourse to the ordinary courts that were competent to settle disputes. If several national and foreign railway systems were involved, the consignor could choose which he would sue and whether he would submit the dispute to one of his national courts or to a foreign court. Certain complications and difficulties might arise, but, in the present state of international law regarding transport by rail, there did not appear to be any other solution. In Article 57, the C.I.M. Convention did mention an arbitration procedure, but this could apply only as between two railway administrations. Moreover, the agreement of both parties was necessary before the dispute could be submitted to the Central Office for International Railway Transport, acting as court of arbitration.

The CHAIRMAN did not think that the Committee need discuss the substance of the second question. M. Herold had made a suggestion that had been accepted by M. Krbeč, and the matter might well be left at that.

As regarded the first question, he himself would like to propose a compromise calculated to remove the slight difference that existed between the views expressed by M. Herold and M. de Vasconcellos respectively. All the documentary material might quite possibly be collected within a few months. It would then be desirable that the Secretariat should receive instructions from some body. If the Committee agreed, the Secretariat might be instructed to collect any further data required, and the Chairman would set up a special committee when he thought the time had come.

M. DE VASCONCELLOS agreed to this proposal.

The proposal was adopted.

The CHAIRMAN proposed that the second question (secret tariffs) should also be referred to the special Committee.

The proposal was adopted.

Colonel PÉRON (I.A.R.A.C.) suggested that the special committee might be so composed as not to give preponderant representation to any particular means of transport; in other words, the committee should be neutral as regards the interests involved.

It was agreed that the composition of the special committee should be left to the Chairman's discretion.

The COMMITTEE adopted the following resolution:

“ The Advisory and Technical Committee,

“ Having taken note of the progress of the enquiry undertaken by the Secretariat as regards co-ordination of transport:

“ Requests the Secretariat systematically to classify the replies of Governments;

“ Gives the Chairman authority to set up, when a favourable moment has come, a committee of experts which will follow closely the classification and analysis of the data collected and will establish for the Advisory and Technical Committee, with the collaboration of the Secretariat, a report stating the facts ascertained and any conclusions suggested by the results of the enquiry.

“ The committee of experts would also examine the proposal made by the Czechoslovak delegate at the Second Committee of the Assembly (seventeenth ordinary session) and supported by the Netherlands delegate, to the effect that the Communications and Transit Organisation should consider whether more flexibility might not be introduced in Articles 9 and 10 of the International Convention concerning the Traffic of Goods by Rail (C.I.M.) of October 23rd, 1924, and the corresponding articles of the International Convention of 1933 concerning the Transport of Passengers by Rail (C.I.V.).”

XIV. INTERNATIONAL TOURIST TRAFFIC.

Replies from Governments to the Enquiry on the Application of the Recommendations of the Passport Conference of 1926.

The CHAIRMAN said it appeared from information published¹ that several Governments, whose replies it would have been interesting to have, had so far not sent any.

M. HEROLD and M. DE VASCONCELLOS did not think it would be expedient to address new recommendations to Governments. The Sub-Committee of Experts on the Tourist Traffic, at whose request the enquiry had been opened, held it would be highly desirable that the position existing before 1914 should be restored. This position was characterised by an absence of restrictions, and tourists were not obliged to provide themselves with passports. It would perhaps be too sanguine to believe that any such result could be achieved at present.

The COMMITTEE decided that for the time being it would only ask the Secretariat to send a reminder to Governments that had not sent in replies. The following resolution was adopted:

“ The Advisory and Technical Committee,

“ Having taken note of the replies already received from Governments as a result of the enquiry undertaken by the Secretary-General into the effect given to the recommendations of the Passport Conference of 1926:

“ Requests the Secretary-General of the League of Nations to remind Governments that have not yet sent in replies; and

“ Decides to examine at its next session the replies of Governments as a whole and the resulting situation.”

XV. PUBLIC WORKS.

M. Silvain DREYFUS pointed out that the experts had drawn up their report on June 23rd, 1936.² In communicating this report to the Chairman of the Committee, the experts had expressed appreciation of the help they had received from M. Henri Fuss, of the International Labour Office, and had added that their work had been facilitated by a very able preliminary report drawn up by the Secretariat.

¹ Document C.356.M.241.1937.VIII.

² Document C.276.M.166.1936.VIII.

The Secretariat's note (Annex 12) mentioned new measures that had been taken by the International Labour Organisation. The International Labour Conference, at its session of June 1937, had adopted: (1) a recommendation concerning international co-operation in respect of public works; (2) a resolution dealing with the same subject and providing for the appointment of an international committee on public works; and (3) a recommendation concerning the national planning of public works. Before the Conference met, the Secretary-General of the League of Nations and the Director of the International Labour Office had reached an agreement as regards the form which future collaboration between the two organisations would take in this field.

M. Silvain Dreyfus was sure he spoke for all his colleagues in congratulating the Secretary-General of the League of Nations on the satisfactory results achieved in establishing the methods of collaboration, more especially in the new Committee to be set up under the resolution adopted by the International Labour Conference.

M. NORDBERG drew the Committee's attention to an interesting plan that had been drawn up in Finland and Sweden for the organisation of public works in the event of a new depression. In 1931, there were 80,000 to 100,000 unemployed in Finland, which at the time had not made any provision for reabsorbing the unemployed. Under the plan, a number of public works were already contemplated that could provide employment for 52,000 men for two years, and could possibly cope with even more serious unemployment. Further, the Finnish Government had set up a reserve fund for such works.

M. DELANNEY (International Chamber of Commerce) mentioned a resolution adopted by the Chamber in June 1937 at its Congress in Berlin to the effect that unemployment funds should be used for improving roads so as to meet traffic needs. The Chamber had published a pamphlet containing the results of an enquiry conducted in fifteen countries with regard to the administration and financing of road building.

M. WAELBROECK (International Labour Office) said that the resolution and the two recommendations of the International Labour Conference had been adopted unanimously with a record number of votes. This showed that the value of public works as a means of offsetting business fluctuations was generally recognised.

Further, the Conference had placed the organisations of the League on a special footing. It had provided that the Governing Body of the International Labour Office *should invite* the competent organisations of the League and *might invite* the experts of other organisations.

The two recommendations adopted had been submitted to the various Governments. The resolution had been addressed to the Governing Body, which would decide in October on the steps to be taken and would probably set up a new International Committee on Public Works, laying down the rules of that Committee and perhaps even fixing the date of the first meeting.

The COMMITTEE took note with satisfaction of the information that had been supplied and the note submitted to it by the Secretariat, and requested the Chairman to follow the matter and communicate any further developments.

XVI. TECHNICAL CO-OPERATION BETWEEN THE CHINESE GOVERNMENT AND THE ORGANISATION FOR COMMUNICATIONS AND TRANSIT.

The COMMITTEE noted with satisfaction the report of the Committee of Experts on hydraulic and road questions in China¹ and the note submitted to it by the Secretariat on technical co-operation between the Organisation for Communications and Transit and the Chinese Government (Annex 13).

XVII. LEAGUE WIRELESS STATION.

(a) *Reports on the Operation of the Station in 1935 and 1936.*²

M. VAN DISSEL wished to draw attention to a few points in the documents submitted. New installations had been put into service since December 31st, 1936. These chiefly consisted of a number of aeriels, which had given very good results.

As regards wireless telephony, the Information Section was continuing the issue of its weekly official bulletins. An official had been lent to the Secretariat by the British Broadcasting Corporation for the extension of programmes.

Private wireless traffic was continuing to give satisfactory results, as in previous years.

M. van Dissel drew attention to the weekly radiotelegraphic broadcasts of the Information Section.

¹ Document C.91.M.34.1936.VIII.

² Documents A.14.1936.VIII and A.9.1937.VIII; accounts of the Station for the financial year 1936 and Auditor's report: document A.3.1937.X, pages 140-147.

The radiotelegraphic broadcast of official *communiqués* on the Italo-Ethiopian conflict addressed by the Secretary-General of the League of Nations to the Members of the League had continued until July 1936.

M. van Dissel explained that the almost complete disappearance of Press traffic was to be attributed to the fact that, in certain neighbouring countries, the Press tariffs were much lower than in Switzerland. The international conference on wireless communications, which was to meet at Cairo in 1938 would discuss the question of tariffs.

Generally speaking, traffic had increased, owing to the activity of the League of Nations in April, May, June and July 1936.

The financial results of the operation of the station in 1936 showed a revenue surplus.

M. DE VASCONCELLOS asked if it would not be possible to find some means by which the League of Nations could rapidly inform its different organs and the permanent delegations at Geneva of important world events.

After an exchange of views, on M. HEROLD's proposal, it was decided to forward M. de Vasconcellos' suggestion to the Information Section, asking it to inform the Committee of any action that might be taken.

(b) *Representation of the League of Nations on the International Telegraphic Advisory Committee and the International Advisory Committee on Wireless Communications (C.C.I.R.).*

The ACTING SECRETARY-GENERAL OF THE COMMITTEE drew the Committee's attention to the report on the fourth meeting of the International Advisory Committee on Wireless Communications (C.C.I.R.), held at Bucharest in May and June 1937 (Annex 14). He remarked that this report contained a technical part and a constitutional part. In this second part, the legal situation was examined as regards the representation of the League of Nations in the C.C.I.R.

It had already been explained at the Committee's nineteenth session that the League of Nations, as the owner of a wireless station, had stated in an official letter from the Secretary-General to the administration of the country in which the last administrative conference had been held—*i.e.*, to the Spanish Postal Administration—that it wished to participate in the work of the International Telegraphic Advisory Committee (C.C.I.T.) and the International Advisory Committee on Wireless Communication (C.C.I.R.).

The formula of admission agreed upon jointly between the C.C.I.T. and the Secretary-General of the League read as follows :

“ The delegate of the League of Nations shall be admitted to meetings of the C.C.I.T. as an expert of the competent organisation of the League which, as an official international institution, operates a wireless station belonging to it near Geneva; that is to say, with the right of discussion and the obligation to contribute to any expenses as laid down for private undertakings in the International Telegraph Regulations of Madrid.”

The formula of admission to the C.C.I.R. was identical with the above, the only difference being that in the French text the word “ lequel ” had been replaced by the word “ laquelle ”.

Some delegates at the Bucharest meeting having expressed doubts regarding the legal position of the representative of the competent organ of the League of Nations in the C.C.I.R., the latter, after protracted debates, had declared itself incompetent to settle this question, considering that this point should be dealt with by the International Conference on Wireless Communications, which was to meet at Cairo in 1938.

During these debates, the representative of the League had had very valuable support from the delegates of Switzerland and France seconded by the delegates of Portugal, the United Kingdom, Czechoslovakia and Japan, with the result that the question had been placed on the agenda of the Cairo Conference.

In view of the importance of the League wireless station and of its official character, which made it more comparable to a Government administration than to a private undertaking, there was every reason to hope that the Cairo Conference would finally settle the question in a manner corresponding to the situation of law and of fact, and taking due account of the object for which the station had been built.

After an exchange of views between the CHAIRMAN, M. Silvain DREYFUS, M. HEROLD, and M. KRBEČ, and on their proposal, it was decided to instruct the Secretariat to undertake a study of the whole question of the relations between the League of Nations and the competent international organs in the matter of wireless communications, particularly the two technical committees mentioned above. This survey will no doubt enable the Secretary-General of the League of Nations to take the necessary steps to defend the League's legitimate interests at the forthcoming Cairo Conference.

The COMMITTEE adopted the following resolution:

“ The Advisory and Technical Committee:

“ Takes note of the Secretary-General's reports on the operation of the wireless station of the League of Nations during the years 1935 and 1936;

“ Notes with satisfaction that the station has rendered valuable services and has made particularly favourable provision for direct and independent communications between the headquarters of the League of Nations and Member States;

“ Whereas the wireless station is mainly intended to meet the needs of the League of Nations in normal times and to ensure independent communications for the League in time of emergency, considers it necessary that the competent body of the League of Nations should be in a position to have its interests stated by its own representative in the international technical organisations whose work might directly or indirectly affect the wireless station;

“ Referring to the negotiations that have already taken place for adequate representation of the competent body of the League of Nations in those international organisations, notes that, as regards the International Telegraphic Advisory Committee and the International Advisory Committee on Wireless Communications, it has already been possible to establish direct collaboration;

“ Considering, in particular, the question is on the agenda of the forthcoming Administrative Conference on Wireless Communications to be held at Cairo in February 1938, requests the Secretariat to ascertain whether the conditions on which it has been possible to establish the said collaboration take sufficient account of the special position of the wireless station as an official international body and to consider, if necessary, by what means the competent body of the League of Nations might, in the most appropriate way, be given an opportunity of collaborating with the various international technical organisations that deal with wireless communications.”

(c) *Radio-Nations code for the Announcement or Organisation of the Transmission of Radiotelegraphic Communiqués by the Secretary-General of the League of Nations to the Governments, and Rules to be followed for These Transmissions.*

M. VAN DISSEL explained that a special code had been established on the instructions of the Secretary-General of the League for the announcement or organisation, with the minimum of words and expenditure, of the transmission of certain radiotelegraphic communications. This code¹ had already been utilised with quite satisfactory results.

XVIII. ANNUAL REPORTS OF THE MEMEL HARBOUR BOARD FOR 1935 AND 1936.

The COMMITTEE noted the annual reports of the Memel Harbour Board for 1935 and 1936.

XIX. AGREEMENTS, CONVENTIONS, ETC., CONCLUDED UNDER THE AUSPICES OF THE LEAGUE OF NATIONS: POSITION AS REGARDS SIGNATURES, RATIFICATIONS, OR ACCESSIONS².

The CHAIRMAN pointed out that the members of the Committee had received the list of signatures, ratifications or accessions to conventions, agreements, etc., prepared by the Organisation for Communications and Transit, which had been deposited at the Secretariat between August 28th, 1935, and August 20th, 1937. They had also received a document³ transmitting the information given by States up to September 25th, 1936, on their intentions with regard to their ratification of the Conventions which they had signed. The members of the Committee would shortly receive a document containing the information communicated by States since that date.

The members of the Committee have also received the second addendum⁴ to the list of pluralateral conventions, agreements, etc., having regard to questions of communications and transit.⁵

XX. QUESTIONS OF INTERNAL ORGANISATION: COMPOSITION OF COMMITTEES.

The CHAIRMAN observed that the only question which arose was whether the posts vacant as a result of resignation or decease in permanent or temporary committees should be filled.

¹ Document C.L.131.1936.VIII. Annex.

² Document A.6.(a).1937. Annex I.V.

³ Document A.22.1936.V.

⁴ Document R.R.C.T./6(b).

⁵ See document C.458.M.240.1935.VIII (C.C.T./19^e session/P.V.), page 17.

M. KRBEČ considered that this question depended on the fate of the new Statute of the Organisation. If this came into force shortly, it would be undesirable to fill the vacant seats now, since the Advisory and Technical Committee and its various Committees would shortly be renewed.

The COMMITTEE decided not to fill the vacant seats for the moment, and instructed its Chairman to complete if necessary, in consultation with the Chairmen of the respective Committees, any permanent or temporary Committee which met before the adoption of the new Statute.

XXI. REFORM OF THE CALENDAR.

The CHAIRMAN gave a brief account of the circumstances under which this question had again been referred to the Committee, and pointed out that it had been assigned a definite task by the Council¹— that of examining the proposal submitted to the Council by the Chilian representative², in the light of the replies received from the Governments and taking into account the resolution adopted by the International Labour Conference.

The Council had expressed a desire to receive the Committee's report in time for its next session, which was to open on September 10th, 1937.

The Committee also noted the replies received by the Secretariat (see Annex 15) to the circular letter sent by the Secretary-General of the League of Nations on March 12th, 1937, to the Members of the League of Nations and to non-member States in order to communicate to them the text of the Chilian proposal, and to ask them to send him any observations they might desire to make.

Finally, the Committee has received a communication from the Director of the Research Department of the Universal Christian Council for Life and Work, transmitting a resolution of that Council with regard to calendar reform (Annex 16).

M. DE CASTRO thought that the chief factor to be taken into consideration was the replies of the Governments to the circular letter. Only thirty-two replies had been received, however, although the number of States consulted was sixty-nine. Only five States were opposed to the adoption of the draft; ten accepted it at least in principle; six had refrained from submitting any observations; four had stated that the adoption of the reform seemed to them premature, and seven had said that they could not give an opinion for the moment.

In view of the small number of States which had replied as compared with the total number to which the circular letter had been sent, M. de Castro did not think that the Committee could propose to the Council the summoning of a conference on the subject. Great interest was undoubtedly being shown in this reform, but it would still require long study. The Gregorian calendar had genuine drawbacks. In his opinion, the work undertaken in this connection should be carried on. He accordingly proposed the following draft resolution:

“ The Committee,

“ Having taken into consideration the resolution adopted by the International Labour Conference in June 1936;

“ Recognising that, during the period which has elapsed since the General Conference on Communications and Transit of 1931, world opinion has been increasingly tending to favour a reform of the calendar based on the system of the perpetual year of twelve months with equal quarters:

“ Regrets that only thirty-two countries have replied out of the sixty-nine nations invited to send their observations on the draft Convention submitted by the Chilian representative on the Council of the League of Nations in January 1937;

“ Is of opinion that, in the absence of replies from the other countries, it is not desirable at the moment to summon a diplomatic conference or to take any decisive action;

“ But expresses the hope that the national committees will continue their useful work of informing public opinion regarding the reform of the calendar, and that, between now and its next session, the Secretariat will have collected material enabling the Committee to make useful suggestions concerning the reform of the calendar.”

Dr. DE VASCONCELLOS was glad that this draft resolution had come from the representative of a country of Latin America, a continent in which the movement in favour of calendar reform was more active than in Europe.

He observed that hitherto no mention had been made of the attitude of a State which was extremely important in this connection—namely, the Vatican. The Nunciatures of numerous countries had received orders to oppose the reform of the calendar unless an Œcumenical Council, previously summoned, pronounced in favour of such a reform. It therefore would seem difficult to introduce a reform which was opposed by the Catholic Church as well as by the Orthodox Jews and certain Christian sects.

¹ See *Official Journal*, February 1937, page 92.

² Document C.139.M.88.1937.VIII.

M. Silvain DREYFUS recalled what had been the situation at the end of the General Conference of 1931. The Conference had decided that the moment was not opportune for undertaking a modification of the Gregorian calendar; moreover, it had adopted an Act on the economic and social aspects of fixing movable feasts; it had recommended that this Act should be brought to the notice of the religious authorities concerned, and had expressed the hope that they would consider in the most favourable spirit what action they might take in the matter.

The Holy See's reply had not been favourable to the reform; the Orthodox and Protestant Churches, while not opposing it, had made their consent contingent upon that of all the Christian Churches. No new facts seemed to have occurred since 1931, and the time did not seem any more propitious for the modification of the Gregorian calendar. As to the fixing of movable feasts, which was perhaps of greater practical importance than the reform of the calendar, it still had to contend with the negative attitude of the Vatican.

M. HEROLD thought that it was hardly necessary to discuss the substance of the question at present. The Committee should confine itself to noting that the reform of the calendar had no chance of success either on the lines of the proposal made by the Chilian representative or on any other lines. Generally speaking, the replies of the Governments showed that the scheme was not viewed with much enthusiasm. Only a small minority of States had declared in favour of the reform.

M. Silvain Dreyfus had alluded to the fixing of movable feasts and the general reform of the calendar. The Chilian representative's proposal only referred to the second of these points, but possibly the first was the more important, as M. Silvain Dreyfus had emphasised.

M. de Vasconcellos had referred to a vital factor—namely, the attitude of the Holy See. In this connection, M. Herold, although speaking in his personal capacity, communicated to the Committee certain passages of the Note sent to the Federal Council by the Apostolic Nuncio on June 29th, 1937, according to which, *inter alia*, the stabilisation of movable feasts should form an integral part of the reform of the calendar but that such stabilisation should be conditional on the holding of an Œcumenical Council; and that as regarded the reform of the Gregorian calendar, the introduction of blank days would break the continuity of the weeks and would upset ancient and venerable traditions. The Holy See had therefore taken up an attitude definitely unfavourable to the realisation of the Chilian plan.

To sum up, the chances of achieving a reform were at present non-existent, and the Council should be told so frankly. Consequently, it was useless to pursue the study of the question.

M. DELANNEY (International Chamber of Commerce) observed that economic circles were interested in the question. The International Chamber of Commerce had four times adopted resolutions in favour of a reform remedying the drawbacks of the Gregorian calendar, due particularly to the movability of feasts, which prevented the comparability of statistics from one year to another.

M. VALDES-ROIG supported the draft resolution submitted by M. de Castro, which could, if necessary, be supplemented on the lines of M. Herold's observations.

M. DE CASTRO observed that the Holy See did not finally close the door to a reform of the calendar, as it made its consent to the stabilisation of movable feasts contingent upon the holding of an Œcumenical Council. There was therefore no occasion to shelve the question entirely.

Mr. KEANE supported M. Herold's views.

The COMMITTEE asked MM. de Castro, Silvain Dreyfus and Herold to prepare a draft report.

This drafting committee submitted to it a draft resolution, which it adopted in the following form:

“ The Advisory and Technical Committee,

“ Considering the conclusions of the Fourth General Conference on Communications and Transit in 1931 regarding the simplification of the Gregorian calendar and the stabilisation of movable feasts;

“ Considering the resolution adopted by the International Labour Conference on June 24th, 1936;

“ Considering the draft Convention for the Reform of the Calendar submitted to the Council by the representative of Chile;

“ Considering the Council's decisions of January 25th and May 27th, 1937, by which the Committee was instructed to examine the aforesaid draft in the light of the Governments' observations and to report to the Council before September 10th, 1937;

“ Considering the circular letter of March 12th, 1937, in which the Secretary-General of the League of Nations asked all the Governments of States Members and non-members to forward to him, if possible before August 1st, 1937, any observations which they might have to make with regard to this draft;

“ Considering the replies sent to the Secretariat by thirty-two Governments;

“ Whereas it is needless to capitulate once more the unquestionable advantages from an economic and social point of view both of a simplification of the Gregorian calendar and a stabilisation of movable feasts;

“ Whereas the League of Nations has already had a large number of schemes for the reform of the calendar submitted to it, not the least interesting of which is that submitted by the Chilian representative;

“ But whereas such reform can only be contemplated if it meets with quasi unanimous approval;

“ Whereas the thirty-two replies received by the Secretariat may be classified as follows:

“ *Approve, at any rate in principle, of the Chilian proposal*: ten States.

“ *Definitely opposed to this scheme*: five States.

“ *No observations to submit*: six States.

“ *Unable for the time being to take a decision in the matter*: seven States.

“ *Consider that it would be premature to introduce the reform*: four States.

“ Whereas it is thus clear from the replies so far received that quasi-unanimity among the Governments consulted has not been attained and does not seem to be near attainment, more particularly as thirty-seven of the sixty-nine States consulted have not yet replied;

“ Whereas, furthermore, in the course of the examination previously made of this question, the organs of the League of Nations have always deemed it desirable to take account of the views of religious authorities;

“ Whereas, in this connection most of the Orthodox and Protestant Churches have already stated that they have no objection to the stabilisation of movable feasts, though such stabilisation, they declare, should be subject to the consent of all the Christian Churches;

“ Whereas, as is clear from the information conveyed to the Committee by several of its members, the Holy See, after having previously stated that it could not consider any change in the date of the movable feasts, has taken up an even more definite attitude during the present year in that it has approached certain Governments stressing more particularly: (1) that the stabilisation of movable feasts could not be separated from calendar reform, but such stabilisation should be conditional on the meeting of an Œcumenical Council; (2) that, as regards the reform of the Gregorian calendar, the introduction of blank days would result in breaking the continuity of the weeks and be incompatible with venerable and long-established traditions;

“ For these reasons:

“ Considers that it is not expedient for the time being to contemplate convening a conference to carry out a reform which in present circumstances would seem to have no chance of being accepted and that, under such conditions, it is unnecessary, until further notice, to retain the question on the Agenda.”

The COMMITTEE requested the Secretary-General of the League of Nations to submit this resolution, in lieu of a report, to the Council at its September session.

XXII. COMMUNICATIONS FROM THE ACTING SECRETARY-GENERAL OF THE COMMITTEE.

(a) *Budget of the Organisation for Communications and Transit for 1938.*

The Acting SECRETARY-GENERAL of the Committee explained the budgetary situation of the Communications and Transit Organisation for 1938.

Apart from the cut of 3,000 francs made by the Supervisory Commission in the credit proposed for the three conferences, the initial draft budget, which had been sent to the members of the Budgetary Sub-Committee, had been adopted by the Supervisory Commission and would thus be submitted to the Assembly (Annex 17).

The draft budget for 1938 in principle showed no change as compared with the budget for 1937. An increase had had to be made in certain items to allow for the effects of the devaluation of the Swiss franc. These items were: (1) Conferences; (2) Meetings of the Organisation and technical work of experts; (3) Printing of documents; (4) Travelling expenses; (5) Cablegrams, telegrams and trunk telephone calls and miscellaneous expenditure.

The credit for Conferences had also been increased in view of the possibility that three Conferences would be held instead of the two provided for in the 1937 budget.

(b) *Representation of the Committee on the Permanent International Commission of Navigation Congresses — Brussels, June 9th, 1936, and June 8th, 1937.*

The Committee had, as usual, been represented at the annual sessions of the Permanent International Commission of Navigation Congresses by M. F. L. Schlingemann, whose reports were given in Annex 18.

(c) *Account of Meetings attended by the Secretariat.*

The Acting SECRETARY-GENERAL of the Committee gave an account of the meetings in which the Secretariat of the Organisation had taken part in order to maintain the liaison established with the international technical organisations specialising in a given sphere of communications. Thus, a member of the Secretariat had attended the meetings of the International Tourist Alliance, the International Association of Recognised Automobile Clubs, the Central Council of International Touring, and the International Congress on the Tourist Traffic and Health Resorts. The Secretary-General of the Committee had also attended the International Hydrographic Conference held at Monaco in April 1937 and the session of the Danube Waterways Commission held in June 1937. Representatives had also been sent to the meetings of the International Air Navigation Commission, the International Air Traffic Association, and the International Aeronautical Federation as well as to the First International Technical Conference on Aerial Relief held at Budapest in June 1937 (see report on the work of this Conference—Annex 19). Moreover, the Permanent Committee on Transport by Rail had been represented by the Secretariat at the International Railway Congress held in Paris in June 1937 (see Annex 20). A member of the Secretariat had followed the proceedings of the Commissions and of the Managing Committee of the International Railway Union. The Secretariat had also taken part in the work of certain committees of the International Chamber of Commerce, and in the Ninth Congress of that body, held at Berlin in June 1937 (see Annex 21). Lastly, the wireless expert of the Secretariat had attended different meetings of the International Broadcasting Union, the Third World Power Congress held at Washington in September 1936 (see Annex 22) and the fourth meeting of the International Advisory Committee on Wireless Communications held at Bucharest in May 1937 (see Annex 14).

(d) *Request from the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, Vienna.*

The Acting SECRETARY-GENERAL of the Committee gave an historical account of the question and recalled that, at the request of the above-mentioned company, the Council had in 1933—in application of Article 320 of the Treaty of St. Germain-en-Laye—appointed certain arbitrators, who made their arbitral award in May 1934. However, difficulties with regard to the application of this award arose shortly afterwards and hindered its execution.

In order to elicit an authentic interpretation of the award, certain persons claiming to represent the company applied in its name to the Council for the reconvening by the latter of the Arbitral Tribunal. This request, however, was not approved by the majority of the Board of Directors of the company and was later withdrawn by that majority.

The Council, having before it several contradictory communications, referred the matter on October 10th, 1936 (ninety-fourth session) to the Permanent Legal Committee for the latter to give an opinion as to which of the various requests represented the actual wish of the company. The Permanent Legal Committee, on December 5th, 1936, submitted to the Council an interlocutory report, proceedings on the matter being in progress before the Austrian courts. When the judgment of the Austrian Supreme Court putting an end to these proceedings was communicated to the Secretariat, the Permanent Legal Committee immediately (May 25th to 27th, 1937) resumed the examination of the question and submitted its final report to the Council. The Council however, on May 29th, 1937 (ninety-seventh session), considered it advisable to postpone the examination of the question to its September 1937 session, in order to give the Governments of the States territorially interested time to study the Committee's report.

For further details, the Acting Secretary-General referred to documents C.C.T.622 and C.C.T.629, which had duly been communicated for information to the members of the Committee, and of which the annexes containing the reports in question, as well as the deliberations and decisions of the Council, are reproduced in the *Official Journal*.¹

(e) *Transport and Transit of Electric Power and Régime of the International Exchange of Electric Power in Europe.*

The COMMITTEE noted the Secretariat's communication (Annex 23).

¹ See in particular, *Official Journal*, July 1933, pages 828, 829 and 844; January 1934, pages 84-86; August 1934, pages 1005-1011; November 1934, pages 1380 and 1411; June 1935, pages 612-614; November 1936, pages 1195 and 1196; February 1937, pages 90 and 198; May 1937, page 329, and November 1937.

(f) *Communication from the International Meteorological Organisation.*

The Acting SECRETARY-GENERAL of the Committee communicated to the members of the Committee a letter from this Organisation (Annex 24).

(g) *Letter from the International Shipping Conference.*

The Acting SECRETARY-GENERAL of the Committee read a letter received from the Secretary of the Conference (Annex 25).

(h) *Co-operation between the Transit Section and the Mandates Section.*

The Mandates Section had consulted the Transit Section several times during the work of the Committee of Experts appointed to draw up the Statute and Fundamental Law of the Sanjak of Alexandretta. These consultations had referred in particular to the drafting of Chapters XIII ("Port of Alexandretta") and XIV ("Posts and Wireless Communications") of the Statute, which, together with the Fundamental Law of the Sanjak, was approved by the Council at its ninety-seventh session (May 29th, 1937).¹

The clauses governing the Port of Alexandretta were contained in Chapter XIII. Articles 51 and 53, which referred to certain Conventions concluded under the auspices of the Transit Organisation, were as follows:

" *Article 51.* — In other parts of the port than the Turkish Free Zone, goods and passengers in transit from or to Turkey and vessels flying the Turkish flag shall be treated on a footing of absolute equality with goods and passengers of, and vessels registered in, the Sanjak, in conformity with the provisions of the Statute on Freedom of Transit adopted by the General Conference on Freedom of Communications and Transit, 1921, and with the provisions of the Statute on the International Régime of Maritime Ports and the Statute on the International Régime of Railways adopted by the General Conference on Communications and Transit, 1923.

.....
" *Article 53.* — Any differences that may arise between the parties concerning the application of the foregoing articles of the present Chapter shall be settled in conformity with the provisions of Article 13 of the Statute on Freedom of Transit."

The CHAIRMAN thanked the Acting Secretary-General for these different communications, of which the Committee took note.

XXIII. CLOSE OF THE SESSION.

The CHAIRMAN declared the twentieth session of the Committee closed..

¹ Document C.282.M.183.1937.

ANNEX 1.

[C.C.T.643.]

AGENDA.

1. Calendar reform.
2. Maritime buoyage.
3. Maritime tonnage measurement.
4. Pollution of the sea by oil.
5. Action to be taken on the conclusions of the International Hydrographic Conference at Monaco, April 1937, with regard to:
 - (a) The buoyage of isolated rocks;
 - (b) The despatch by the various Governments to the International Hydrographic Bureau of the results of the hydrographic works carried out by authorities other than the national hydrographic services themselves.
6. Stowaways.
7. Report of the Permanent Committee on Road Traffic on its eleventh session.
8. International Tourist Traffic. Results of the enquiry among Governments with a view to the application of the recommendations of the Passport Conference of 1926.
9. Co-ordination of transport. Progress report on the enquiry among Governments.
10. Signals at level-crossings. Consultation of Governments with regard to an international conference.
11. Public works.
12. League of Nations Wireless Station.
13. Annual reports of the Memel Harbour Board for 1935 and 1936.
14. Technical collaboration between the Chinese Government and the Organisation for Communications and Transit.
15. Agreements, Conventions, etc., concluded under the auspices of the League of Nations: Position as regards signatures, ratifications or accessions.
16. Questions of internal organisation: Composition of Committees.
17. Report of the Chairman on the missions carried out by him since the last session of the Committee.
18. Communications by the Secretary-General of the Committee.
19. Visit to the Wireless Station of the League of Nations (transmitting station at Prangins and receiving station at Colovrex).
20. Civil liability of motorists and compulsory insurance.

ANNEX 2.

[C.C.T.657.]

August 27th, 1937.

CIVIL LIABILITY OF MOTORISTS AND COMPULSORY INSURANCE.

REPORT

on the Work of the Committee of Enquiry set up by the Rome International Institute for the Unification of Private Law with a view to framing Uniform Rules on the Civil Liability of Motorists and Compulsory Insurance, submitted by Dr. Heinrich Rothmund, Chief of the Police Division of the Swiss Federal Department of Justice and Police, Member of the Permanent Committee on Road Traffic, and Dr. Ivan Soubbotitch, Minister Plenipotentiary, Permanent Delegate of Yugoslavia accredited to the League of Nations, Member of the Permanent Legal Committee, who were requested by the Chairman of the Advisory and Technical Committee for Communications and Transit of the League of Nations to represent the Organisation for Communications and Transit on the aforesaid Committee.

I.

In October 1934, the Governing Body of the Rome International Institute for the Unification of Private Law decided to study the question of the civil liability of motorists for damages caused

to third parties by motor traffic, with a view to securing international unification. At its eighth session in July 1925, on the other hand, the Advisory and Technical Committee for Communications and Transit adopted a resolution instructing the Permanent Committee on Road Traffic to study certain problems including those connected with the unification of the regulations which concern vehicular traffic, compulsory insurance, administrative formalities, etc. As the question of the civil liability of motorists for damages caused by motor traffic has a close connection with the problem of compulsory insurance, a simultaneous study of both problems was necessary. The Rome International Institute therefore set up a Committee of Experts to study all the questions connected with these problems.

As, further, the civil liability of motorists which this International Committee was studying closely affected questions in the province of the Permanent Committee on Road Traffic, the Organisation for Communications and Transit decided, with a view to co-ordinating the work of the two bodies, to appoint representatives to follow the proceedings of the International Committee and to maintain the necessary connection.

Accordingly, the Organisation for Communications and Transit sent the following representatives to the four sessions of the Committee appointed by the Rome International Institute for the Unification of Private Law at which the civil liability of motorists and compulsory (third-party risks) insurance were discussed:

First session, held at Rome at the offices of the International Institute for the Unification of Private Law, from May 27th to 30th, 1935: Dr. Heinrich ROTHMUND.

Second session, held at Milan, from March 27th to 31st, 1936: M. Branko LUKAČ, member of the Communications and Transit Section of the League of Nations.

Third session, held at Rome, from November 23rd to 26th, 1936: Dr. Heinrich ROTHMUND and Dr. Ivan SOUBBOTICH. At the first two meetings of this session, the chair was taken, in the absence of the Chairman M. d'Amelio, by Dr. Heinrich ROTHMUND.

Fourth session, held at Abbazia, from May 6th to 9th, 1937: Dr. Heinrich ROTHMUND.

The composition of the International Committee is shown in the documents. Special reference may be made to document 27, pages 6 and 7.¹ A list of those attending each of the various sessions and meetings is given in the minutes.

II.

In deciding to study the problem of international rules governing the civil liability of motorists, the Governing Body of the Institute had in mind the fact that the motor-car is nowadays an international means of transport *par excellence* and that the motorist is subject to systems of law which vary according to the particular country in which he travels. Hence the value of standardising the rules on the civil liability of motorists with a view to eliminating the present state of uncertainty and placing the development of international traffic on a surer footing. The Institute accordingly instructed its organs of enquiry to collect and group the rules on the civil liability of motorists currently applied under the principal legal systems, and to examine and elucidate the trend of legal theory and practice, with a view to enabling an opinion to be formed as to the possibility of framing a scheme of unification.

With this end in view, the Secretariat of the Institute prepared a preliminary study (document No. 1),¹ in which the systems in force in the chief legislative groups are examined and compared. The texts of special laws on this subject have also been reproduced as annexes. The conclusion reached in this preliminary report was that a *rapprochement* should be possible on the basis of an intermediate system. It suggested further that, with a view to facilitating this task, separate treatment should be given, first, to the strictly legal problem of unifying the rules on civil liability and, second, to the more technical and financial problem of the guarantees to be given whereby the victims of motoring accidents may obtain effective compensation for their injuries. Among these guarantees, which will be referred to later, special attention was drawn to that represented by compulsory insurance. At the request of the Committee of Enquiry, the Institute then prepared a second comparative law study of this question (document 8).¹

III.

As a result of these very thorough and very valuable preliminary studies, the Committee has been able to do extremely useful work. The exchanges of views held both on the civil liability of motorists and on compulsory (third-party risks) insurance have given very appreciable results. The minutes of the seven meetings of the first session from May 27th to 30th, 1935, of the second session from March 27th to 31st, 1936, together with documents 1-28, supply all the necessary information on this subject.¹ We would draw special attention to documents 27 and 28 which embody the result of the work done up to date. Document 27 contains, in addition to an introduction, the text of a preliminary draft Uniform Law on the Civil Liability of Motorists framed

¹ These documents may be consulted in the archives of the Secretariat.

by the Committee, together with an explanatory report. Document 28 also contains an introduction and the text of preliminary draft Provisions on the Compulsory Insurance of Motorists, together with an explanatory report.

It does not fall within the scope of the present report to describe the proceedings at each of the sessions held; that would be going too far, more particularly as it is sufficient to refer to the documents received by the Organisation for Communications and Transit. A brief comment might, however, be made on the final result of these discussions. The simplest method would therefore be to separate the two drafts, which, though closely connected, deal with subjects which are legally quite different, and present them with a few prefatory observations.

IV.

Preliminary Draft of a Uniform Law on the Civil Liability of Motorists.

The comparative study (document 1) ¹ which the Secretariat of the Institute had prepared showed that considerable differences exist between the various systems of positive law, more particularly on the fundamental question of the nature and limits of the liability. Whereas under some legal systems the motorist is subject to the ordinary rules of liability *ex culpa*, under other systems he is charged with objective and causal liability, but has a limited possibility of proving his innocence. Other legislations again have transferred the burden of proof in the victim's favour by setting up a presumption that the author of the damage is at fault, and by introducing extremely limitative provisions as regards proof of innocence.

Nevertheless, the conclusion reached in the preliminary report was that the divergences were not such as to preclude agreement on the basis of an intermediate system. The trend of the discussions, thanks to their objectivity and the spirit of understanding which characterised them, has confirmed this conclusion so far as the Committee's work is concerned.

The draft itself consists of ten articles; it is completed by a clause to be inserted in the Protocol for the adoption of the Uniform Law, which enables States to restrict the application of this law to international cases only.

Substantially, the tenor of the preliminary draft is as follows: it applies to any vehicle propelled by mechanical power which travels over roads or land open to the public without being obliged to make use of a rail track.

The draft is based on an attenuated form of causal liability, the holder and the driver being declared jointly and severally responsible for the damage caused by a motor vehicle in a state of circulation. The parties in question may, however, in certain specific cases be exempted from liability, the driver having wider possibilities in this connection than the holder. Even if the victim is at fault, the holder and driver will still be liable if they are proved to have committed a fault. In such case, the judge will determine the compensation after taking all the circumstances into consideration. When injury is done by more than one motor vehicle, the various holders and drivers are jointly and severally responsible to the third party. If a collision occurs between vehicles, the compensation to be paid will in principle be divided in proportion to the fault attaching to each holder or driver. The amount of the compensation for injury is fixed in accordance with national law—*i.e.*, according to the law in force at the place of the accident.

No proceedings may be brought against the holder or driver unless the victim or his heirs report the accident to the party liable within three months from the day on which the injured party has had notice thereof, and has been informed of the identity of the person liable therefor.

No action shall be brought after the expiry of a year from the date when the accident is intimated, and in no case shall an action be brought after the expiry of ten years from the date of the accident.

Action for compensation may be entered in the court of the place of the accident, or in the court of the domicile of the defendant. The sentence passed in application of the law will be enforceable in all States which have acceded to the Convention.

The provisions of the law will not apply to liability for damage caused by the vehicle to the persons or objects transported by it.

V.

Preliminary Draft of Uniform Provisions concerning the Compulsory Insurance of Motorists.

Chapter 5 of the report on the civil liability of motorists submitted to the first session of the Committee of Experts in May 1935 (document 1) ¹ dealt with the question of guarantees in favour of the third party victim of a motoring accident. This part of the report set out the various systems of guarantees proposed, which may be reduced to three: (1) the system of deposits; (2) the system of compulsory insurance; (3) the system of an autonomous guarantee fund.

At its first session already the Committee decided to reject the system of deposits and the guarantee fund, and unanimously recommended the adoption of the principle of compulsory insurance, postponing until later the study and determination of the methods of application.

¹ This document may be consulted in the archives of the Secretariat.

At the request of the Committee of Enquiry, the Institute then examined the question of compulsory insurance in a second report contained in document 8.

When preparing the preliminary draft Uniform Law on the Civil Liability of Motorists, the Committee framed a second draft entitled "Preliminary Draft of Uniform Provisions concerning the Compulsory Insurance of Motorists". The different terminology employed for these two drafts (Law and Uniform Provisions) is due to the Committee's belief that those proposals made by it which belong to the purely juridical sphere, and deal with civil liability, can be adopted only in the form in which they are drafted, whereas the others, dealing with problems which come within the sphere of the municipal public law of the various States, might be adopted in a modified form.

This preliminary draft consists of eight articles and general provisions.

In view of the connection between the draft Uniform Law on the Civil Liability of Motorists and the draft Uniform Provisions on Compulsory Insurance, and the fact that the latter may be adopted separately, Article 1 of the Provisions reproduces the complete text of Article 1 of the draft Law on Civil Liability.

The owner or any other holder must take out a civil liability insurance policy to cover the damage, either personal or material which may be caused to third parties, by a motor vehicle in a state of circulation. The insurance policy does not cover civil liability for damage arising out of fraudulent acts committed by the insured party. The taking-out of a civil liability insurance policy constitutes one of the conditions governing the circulation of a motor vehicle.

When the ownership of a motor vehicle is changed, the rights and obligations arising out of the insurance policy are *ipso facto* transferred to the new owner. It is nevertheless permissible to introduce a system under which the insurance policy lapses on transfer of ownership. In such cases, the new owner, when registering the vehicle, must prove that he has taken out a new insurance policy.

Under the Uniform Provisions, the victim is entitled to take proceedings direct against the insurer, who may only take advantage of certain specific exceptions, but has the right to obtain all the necessary information from the party liable and to take legal proceedings against such party. Further, the insurer has a right of recourse against the insured in so far as he has been authorised to refuse or reduce his benefits under the policy or the law governing the insurance policy.

Proceedings may be taken in the court of the place where the accident occurred, or in that of the domicile of the defendant. If the victim takes proceedings against the insurer and against the party liable, he must sue them in the same court. The right of action by the victim or the insured party lapses by prescription one year after the date on which (a) the injured party learned of the damage sustained and the identity of the insurer; (b) the insured party learned of the damage done. In all cases, the right of action by the injured party or the insured party against the insurer lapses by prescription three years from the date on which the accident occurred.

Instead of direct action, States may grant a legal first lien to the injured party on the compensation payable by the insurer, the said lien being so arranged that payment of compensation shall in no way constitute proof of innocence if the compensation is not received by the injured party, unless the latter consents.

The general provisions enact that the contracting parties may limit the application of the Uniform Provisions solely to cases of an international character. Furthermore, the contracting parties reserve the right to fix the amounts to be paid as compensation. The Convention nevertheless provides for a minimum of 10,000 gold francs for each victim and, in the case of material damage, 5,000 gold francs for each accident.

Lastly, a final provision lays it down that motor vehicles belonging to public authorities may be exempted from the insurance obligation.

VI.

At the meetings held on November 24th and 25th, 1926, two resolutions were passed embodying certain recommendations to the Organisation for Communications and Transit (document 18, Annexes 1 and 2).¹

For the Communications and Transit Organisation's information, it may be mentioned that the Permanent Committee on Road Traffic has discussed these resolutions and come to the following conclusions: in agreement with the Rome International Institute, the resolution of November 24th, 1926, has been amended to read as follows:

"Did a substantial increase of legal proceedings taken against and compensation paid by insurance companies in the countries where the insurance for motorists is compulsory occur during the year following the adoption of the system?"

The Committee considers that Governments might be asked to make these enquiries, as they are in a position to obtain the information from their insurance organisations.

The resolution of November 25th, 1936, was also, in agreement with the Rome International Institute, forwarded to the Communications and Transit Organisation for such action as it might deem advisable.

VII.

On completion, the proceedings of the Committee of Enquiry have been referred, for purposes of examination, to the Communications and Transit Organisation prior to being sent to the Assembly or the Council of the League of Nations.

¹ This document may be consulted in the archives of the Secretariat. See also under Chapters X (12) and XI of the present Records, pages 25 and 26 *et seq.*

VIII.

In forwarding the present report, we have pleasure in saying that, in our capacity as representatives of the Organisation for Communications and Transit of the League of Nations, we were given a cordial reception both by the President of the Institute, His Excellency M. d'Amelio, and by the members of the Institute and the Committee. We were also enabled to avail ourselves of the excellent services rendered by the secretary of the Committee.

We take this opportunity of thanking the Advisory and Technical Committee for Communications and Transit for the confidence placed in us, and would add that we have done our best to merit that confidence.

Berne, August 17th, 1937.

(Signed) Heinrich ROTHMUND.

Geneva, August 17th, 1937.

(Signed) Ivan V. SOUBBOTITCH.

ANNEX 3.

[C.C.T.607.]

November 27th, 1935.

GERMAN REPRESENTATION ON THE INTERNATIONAL COMMISSION OF THE DANUBE.

(a) COMMUNICATION FROM THE ROUMANIAN GOVERNMENT.

Note by the Chairman of the Committee.

The Chairman of the Advisory and Technical Committee has the honour to transmit to the members of that Committee the text of the attached communication in which the Roumanian Government informs the Secretary-General of the League of Nations that it associates itself with the step taken by the United Kingdom and French Governments as regards the dispute which has arisen in connection with the representation of Germany on the International Commission of the Danube.

This communication is submitted to the Advisory and Technical Committee in virtue of Article 376 of the Treaty of Versailles, and of the resolution of the Assembly of the League of Nations of December 9th, 1920, as were the communications of the Governments of the United Kingdom, France, Italy and Czechoslovakia concerning the same dispute.

The Chairman of the Committee is of opinion that this communication does not introduce any new factor of a nature likely to modify the decision taken by the Committee on this subject at its nineteenth session, and he believes that the members of the Committee will share his view. For this reason, the Chairman has thought it desirable to undertake the present consultation of the members of the Committee in writing, and to request them, if they have any contrary opinion to express, to communicate it to him by December 10th at latest.

If he receives no reply by that date, the Chairman will interpret the silence of the members of the Committee as signifying that they share his opinion on the subject. He will accordingly inform the Secretary-General of the League of Nations that, as a result of the consultation referred to, the Committee has nothing to add to the decision it adopted regarding the question of the German representation on the International Commission of the Danube. The text of the above-mentioned decision has already been duly notified by the Chairman to the Secretary-General.

Letter addressed on November 11th, 1935, by the Roumanian Government to the Secretary-General of the League of Nations.

[Translation.]

The Roumanian Government has been informed that the French and British Governments have sent you two requests asking you to transmit to the Advisory and Technical Committee for Communications and Transit, in accordance with Article 376 of the Treaty of Versailles, a memorandum regarding a dispute which has arisen in connection with the representation of Germany on the International Commission of the Danube.

In this connection, I have the honour to inform you, by order of my Government, that the Roumanian Government associates itself with the step taken by the French and United Kingdom Governments.

(Signed) ANTONIADE.

(b) LETTER ADDRESSED ON FEBRUARY 10TH, 1936, BY THE YUGOSLAV GOVERNMENT TO THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS.¹

[*Translation.*]

The Yugoslav Government has been informed that the French and United Kingdom Governments have sent you two requests asking you to transmit to the Advisory and Technical Committee for Communications and Transit, in accordance with Article 376 of the Treaty of Versailles, a memorandum regarding a dispute which has arisen in connection with the representation of Germany on the International Commission of the Danube.

The Yugoslav Government has also been informed that the Italian, Czechoslovak and Roumanian Governments in succession have associated themselves with the step taken by the French and United Kingdom Governments.

In this connection, I have the honour to inform you, by order of my Government, that the Yugoslav Government associated itself with the step taken by the French and United Kingdom Governments.

(Signed) SOUBBOTITCH.

ANNEX 4.

[C.C.T.618.]

July 1st, 1936.

UNIFICATION OF TRANSPORT STATISTICS.

The Acting Secretary-General of the Advisory and Technical Committee has the honour to inform members that the Secretary-General of the Central Commission for Rhine Navigation has forwarded to the Chairman of the Advisory and Technical Committee the resolutions passed by the Central Commission at its sessions in November 1935 and April-May 1936 regarding the unification of transport statistics, together with the report of its Committee for the Unification of Transport Statistics and a nomenclature of goods, drawn up by that Committee and adopted in principle by the Central Commission at its session in April-May 1936.² In accordance with the Central Commission's instructions, its Secretary-General asks the Chairman of the Advisory and Technical Committee to take such steps as he may think fit with a view to stating, before August 1st, 1936, if possible, the opinion of the Communications and Transit Organisation as to the introduction of that nomenclature on the Rhine.

The Advisory and Technical Committee will remember that, at its seventeenth session (June 1932), it had before it a report and some proposals from its Committee for the Unification of Transport Statistics, and that it then decided to transmit the report to the Governments concerned with a view to receiving their observations before coming to any decision as to the summoning of a Conference. As the replies received showed that most countries did not, for the time being, see their way to take any action on the proposals made, the Committee, at its eighteenth session (November 1933), decided to postpone until a more favourable moment the consideration of the effects to be given to the work undertaken, and instructed its Chairman to place the question on the Committee's agenda again as soon as he deemed it expedient.

The question is therefore not at present on the Committee's agenda, and the Chairman feels that there might be some disadvantage in expressing an opinion based solely on the action taken by the Central Commission for Rhine Navigation, without resuming consideration of the question as a whole in the light of the observations made by the various Governments. Furthermore, in regard to this consideration of the problem as a whole, the Chairman has not so far thought it advisable to take any action on the lines of the resolution adopted at the eighteenth session, and he is in some doubt whether the Committee would be prepared at present to adopt such a policy, as the general position in the matter does not seem to have changed appreciably since 1933.

If the majority of the Committee agree, the Chairman will reply to the Central Commission for Rhine Navigation that, in the view of the Advisory and Technical Committee, there is no objection to putting into use on the Rhine a nomenclature which seems satisfactory to all the States concerned, and which, moreover, is not noticeably different from the draft nomenclature prepared by the Committee for the Unification of Transport Statistics of the Communications and Transit Organisation, as given in Annex C to the 1932 Report on the Unification of Transport Statistics.³ He will add that the Committee will naturally avail itself in the future, when it resumes consideration of the problem, of the results of the application of the new system on an international artery of such immense importance as the Rhine.

The Acting Secretary-General asks members of the Committee to let him have any observations before July 20th, 1936, and will take the absence of observations to mean that they agree to a reply on the foregoing lines being given to the Central Commission for Rhine Navigation.

¹ This letter was communicated to the members of the Committee on February 28th, 1936, with a note from the Chairman (under number C.C.T.609) similar to the note transmitting to them the Roumanian Government's letter.

² These documents may be consulted in the archives of the Secretariat.

³ Document C.L.98.1932.VIII. *Annex.*

ANNEX 5.

[C.C.T.639(a).]

August 27th, 1937.

POSITION OF THE WORK ON MARITIME TONNAGE MEASUREMENT.

LETTER ADDRESSED BY THE FRENCH GOVERNMENT TO THE SECRETARY-GENERAL
OF THE LEAGUE OF NATIONS.

Paris, August 25th, 1937.

In pursuance of a resolution adopted by the Advisory and Technical Committee for Communications and Transit at its nineteenth session, you were good enough to transmit to my predecessor a report drawn up, at that Committee's request, by the Chairman and Rapporteur of the Technical Committee for Maritime Tonnage Measurement.

I have the honour to inform you that, after examining this document, the competent services of the Ministry of Finance consider that a further meeting of the drafting committee entrusted with the task of studying the measures to be taken with a view to the adoption of a uniform method of maritime tonnage measurement should be contemplated, with a view to the framing of a final text which would take the fullest possible account of the desiderata expressed by the various Governments.

(Signed) E. LAGARDE.

ANNEX 6.

[C.C.T.640.]

July 8th, 1937.

POLLUTION OF THE SEA BY OIL.

NOTE BY THE SECRETARIAT.

In pursuance of the resolution adopted by the Advisory and Technical Committee for Communications and Transit at its last session (November 1935), the Secretary-General of the League of Nations submitted to the Governments, on November 27th, 1935, the draft Convention and Final Act on the Pollution of the Sea by Oil, prepared by the Committee of Experts,¹ and asked them to communicate to him their observations and to inform him whether they were prepared, on the basis of those drafts, to take part in an international conference for the conclusion of the proposed Convention. The majority of the States having a sea-coast replied in the affirmative to the last question.² A number of these States, moreover, have a very large mercantile marine. Other countries reserved their decision or stated that they were prepared, should the Convention be concluded by the principal maritime Powers, either to take steps with a view to subsequent accession, or to arrange for ships flying their flags to observe the provisions of the Convention.

While recognising that the situation was growing steadily worse owing to the increase in the number and tonnage of ships using or carrying liquid fuel, the Assembly of the League of Nations observed in the report adopted on October 10th, 1936³ (seventeenth session) that the contemplated agreement would not produce the desired results unless all the countries with important merchant fleets took part in it, and it invited the Governments of all important maritime countries to assist and collaborate in settling the question.

On the same date, the Council of the League of Nations (ninety-fourth session) adopted the following resolution:

"The Council decides to convene at a date to be fixed later—if possible, during its session in January 1937—a Conference for the conclusion of a Convention and Final Act on the Pollution of the Sea by Oil. All the Members of the League will be invited to this Conference, as well as the following non-member States: Brazil, Costa Rica, Danzig, Egypt, Germany, Iceland, Japan, Monaco, and the United States of America."

In adopting the above resolution, the Council made a similar observation to that formulated by the Assembly as to the importance of the participation of all the maritime States in the preparation of a Convention on the pollution of the sea by oil.

There is nothing new to report since that time and up to the present the Conference has not been convened.

¹ Document C.449.M.235.1935.VIII.

² Document A.18.1936.VIII and Addendum.

³ Document A.78.1936.VIII.

ANNEX 7.

[C.C.T.641.]

July 8th, 1937.

APPLICATION OF THE CONCLUSIONS OF THE INTERNATIONAL HYDROGRAPHIC CONFERENCE AT MONACO, APRIL 1937, WITH REGARD TO:

- (a) THE BUOYAGE OF ISOLATED ROCKS;
- (b) THE DESPATCH BY THE VARIOUS GOVERNMENTS TO THE INTERNATIONAL HYDROGRAPHIC BUREAU OF THE RESULTS OF THE HYDROGRAPHIC WORKS CARRIED OUT BY AUTHORITIES OTHER THAN THE NATIONAL HYDROGRAPHIC SERVICES THEMSELVES.

The International Hydrographic Conference held at Monaco from April 13th-24th, 1937, adopted the following proposals:

“(a) The International Hydrographic Bureau is invited to draw up in respect of each sea a list of dangers situated in the high seas, at present unbuoyed and likely to be perilous on account of their presence in the proximity of shipping routes, and after consultation with the competent international organisations to state its opinion as to the advisability of making each such obstacle.

“The said lists to be communicated to the Advisory and Technical Committee of Communications and Transit, which would take the measures necessary for the marking of the shoals in question by the States concerned.

“(b) The compilation and periodical keeping up to date of a collection of charts containing the soundings effected in estuaries and deltas used by sea-going vessels and of documents relating to the corresponding tidal river movements issued by the harbour authorities and other similar services which are independent of the national hydrographic services.”

The Conference considered that it would be of great utility if these various publications were sent regularly by the competent services of each nation to their national hydrographic services to be forwarded by the latter to the International Hydrographic Bureau, which would file the documents and publish a periodical list thereof.

The Conference felt that shipping traffic in the estuaries and deltas giving access to inland maritime ports constituted one of the most difficult factors of maritime navigation and that it was very important, in consequence, that the above-mentioned information should be published. In the opinion of the Conference, the International Hydrographic Bureau should receive this information direct from the hydrographic services of the States members of the Bureau. With regard to the States which do not belong to the Bureau but are Members of the League of Nations, the Conference expressed the hope that the Transit Organisation would take the necessary steps to obtain this information.

ANNEX 8.

[C.C.T.634.]

June 25th, 1937.

STOWAWAYS.

LETTER ADDRESSED BY THE INTERNATIONAL SHIPPING FEDERATION
TO THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS.

London, June 11th, 1936.

For some time, the members of the International Shipping Federation have been seriously disturbed by the inconvenience and excessive expense to which shipowners of various countries are being put by stowaways. The problem is an international one, and the Federation is anxious that all possible steps should be taken to deal with it internationally.

Stowing-away is securing a passage without payment. The expense of carrying stowaways is greatly increased when, as often happens, the individual has to be carried for a lengthy voyage before deterrent penalties can be exacted and repatriation arranged. More rapid action would reduce expense and would more effectually discourage the practice. The stowaway is a non-paying passenger, and as no “condition of labour” arises, it appears to the Federation that the question is one for treatment, not by the International Labour Organisation, but by a department of the Secretariat of the League of Nations.

The Federation will be glad to assist in any way possible, but the international action which it has in view is an international agreement to be concluded somewhat on the following lines:
The signatories would agree that —

(1) It be made permissible for the ship's Master to land the stowaway at the first port of call after the stowing-away has been discovered.

(2) There should be a provision, if possible, that the stowaway may be prosecuted for his offence at that first port of call.

(3) It should in any event be provided that, whether he can be prosecuted or not, the stowaway's treatment at the first port of call shall be as follows:

(a) If the stowaway can prove his nationality, the Consular representative of his country would undertake his repatriation. If there is no Consular representative, then the local authorities would be empowered to repatriate the stowaway with the right to reimbursement of the expense from the Government of the stowaway's country;

(b) If the stowaway cannot prove any nationality, he would then be returned to the port in which he stowed away. Provision should be made in this case as to who would bear the cost.

It is appreciated that this problem raises many questions of international law, but it is considered that there will be public sympathy with the shipowner who has to bear heavy costs in respect of undesired passengers.

The Federation will be glad if you can see your way to take this matter up by whatever method you consider appropriate, and will be glad to supply any further information which you may desire.

(Signed) Richard SNEDDEN,
General Manager.

ANNEX 9.

[C.C.T.658.]

September 1st, 1937.

STOWAWAYS.

NOTE ADDRESSED ON AUGUST 30TH, 1937, BY THE SECRETARY OF THE INTERNATIONAL SHIPPING CONFERENCE TO THE SECRETARY-GENERAL OF THE COMMITTEE.

The International Shipping Federation has suggested the possibility of international agreement on the lines of a Convention under which the signatories would agree that —

(1) It be made permissible for the ship's Master to land the stowaway at the first port of call after the stowing-away has been discovered.

(2) There should be a provision, if possible, that the stowaway may be prosecuted for his offence at that first port of call.

(3) It should in any event be provided that, whether he can be prosecuted or not, the stowaway's treatment at the first port of call shall be as follows:

(a) If the stowaway can prove his nationality, the Consular representative of his country would undertake his repatriation. If there is no Consular representative, then the local authorities would be empowered to repatriate the stowaway, with the right to reimbursement of the expense from the Government of the stowaway's country;

(b) If the stowaway cannot prove any nationality, he would then be returned to the port in which he stowed away. Provision should be made in this case as to who would bear the cost.

I have no personal knowledge of the extent of the stowaway nuisance and of the difficulties which it presents, but I have discussed the matter with Mr. Snedden, of the Shipping Federation, who is responsible for the prosecution of stowaways in the United Kingdom on behalf of a large proportion of British shipping.

The suggestion has been made that, if an acceptable solution of the problem is possible, it might best be discovered by the Comité maritime international and that the Transit Conference might invite that body to examine it and to consider the preparation of a draft Convention. This course was recently followed with advantage by the International Labour Office on the

subject of criminal jurisdiction. The Comité maritime has prepared a Convention on that subject which promises to be acceptable alike to the maritime interests and Governments concerned. In that case, the Comité maritime invited a representative from the International Labour Office to attend their meetings as a watcher and the same course could be followed in this matter.

The Comité maritime is an organisation consisting largely of international jurists expert in maritime law drawn from all principal maritime countries. It works in close co-operation with the maritime Governments, all of which are represented on it. Its practice is, first, to consider whether a Convention is likely to be within the range of practical international politics and if so to prepare a draft. The draft is then laid before a diplomatic Conference at Brussels representative of maritime Governments. This Conference, like the Comité maritime itself, includes representatives from the United States, Germany, Italy and Japan. Following its usual practice, the Comité maritime would take into consultation the interests affected and, if invited to consider the subject, would undoubtedly welcome Mr. Snedden's co-operation as representative of the International Shipping Federation which raised the question.

Without fuller consideration of the subject, I cannot express an opinion whether the lines of an international convention could be discovered which would effect any substantial improvement in the present position, and it might well be that the present Transit Conference might think it desirable to allow the subject to stand over for inclusion in a subsequent agenda, in the meantime perhaps authorising the Secretariat of the League, in conjunction with the Chairman of the Transit Committee, to consider whether the subject could usefully be remitted to the Comité maritime with authority to invite the co-operation of the Comité maritime if it appears that this course could be pursued with advantage.

H. M. CLEMINSON.

ANNEX 10.

[C.C.T.645.]

July 15th, 1937.

SIGNALS AT LEVEL-CROSSINGS.

REPORT BY THE SECRETARIAT.

The Advisory and Technical Committee for Communications and Transit considered, at its nineteenth session, a report on signals at level-crossings submitted by the Special Committee set up to study this question. It recognised the necessity for reaching a uniform settlement of the problem in the near future and decided to approve the Special Committee's conclusions. The Transit Committee accordingly submitted this report¹ to the Council, requesting it to enquire of Governments whether, in their opinion, the programme drawn up might be taken as a basis for the conclusion of an international convention on the subject, and whether the Governments would, if called upon, be prepared to take part in a conference convened by the League of Nations for this purpose.

The Council, at its ninetieth session (January 1936), approved the Transit Committee's proposal and decided to instruct the Secretary-General to consult the States Members of the League and non-member States as suggested by the Committee.

A summary of the thirty-eight replies which have so far been received by the Secretariat is given hereunder:

The Governments of the following States: Union of South Africa, Australia, United Kingdom of Great Britain and Northern Ireland, Canada, India, Iraq, Iran, Irish Free State, Japan, New Zealand, Siam, Turkey and the United States of America, informed the Secretariat that they do not propose to take part in a conference with a view to the establishment of an efficient international signalling system at level-crossings.

Those Governments all recognise the importance of the problem, but do not feel able to adopt the Special Committee's suggestions.

Some point out that their territory forms a separate geographical unit and that a different signalling system at level-crossings from that in operation on the Continent of Europe has been or is being organised. As they have no common frontiers with countries that have adopted the road signals provided for under the 1926 and 1931 Conventions, there is no danger of road users confusing their signalling system with the system advocated by the Special Committee.

Others state that motor traffic is not as yet sufficiently heavy to justify the introduction of special measures relating to signals at level-crossings and that the present system is satisfactory.

On the other hand, the following countries would be prepared to take part in a conference convened by the League Council: in Europe—Austria, Belgium, Bulgaria, Czechoslovakia,

¹ Circular letter C.L.46.1936.VIII. Annex.

Denmark, Estonia, France, Greece, Hungary, Latvia, Luxemburg, Netherlands, Norway, Poland, Sweden, Switzerland, Yugoslavia; outside Europe—China, Colombia, Egypt and Peru.

The Governments of these States regard the programme drawn up by the Communications and Transit Organisation as a useful basis of discussion. The Free City of Danzig, Liechtenstein, Monaco and the Union of Soviet Socialist Republics also approve of this programme, but do not state whether they would be prepared to take part in a conference.

The Free City of Danzig, Estonia, France, Latvia, the Netherlands, Switzerland and the Union of Soviet Socialist Republics have submitted the following observations:

Free City of Danzig.

June 17th, 1937.

The safety measures applying to level-crossings of narrow-gauge lines in the territory of the Free City of Danzig are governed by paragraph 26 of the Regulations concerning the building and operation of narrow-gauge railways similar to secondary lines, of January 15th, 1914, which include the following stipulations:

“ 5. During the passage of trains which travel at a speed higher than 30 km. per hour, the places where the line is crossed by roads on which there is heavy traffic, and crossings where visibility is bad, so that special caution is necessary, shall be guarded. The same applies to crossings provided with gates which are worked by hand, whatever the speed of the trains.

“ 6. Points where the railway is crossed by public roads on which there is comparatively heavy traffic and which are provided with gates worked by hand, or by public roads and where there are gates operated from a distance, must be lit up when it is dark, as long as the gates are shut.

“ The gates are to be shut before the arrival of trains. Before gates operated from a distance are closed, bells are to be rung.”

The trains on the East-Prussian narrow-gauge railways which run in the territory of the Free City of Danzig travel at a maximum speed of 25 km. per hour. The crossings are therefore not provided with gates, nor are they guarded. But, under paragraph 33 of the above-mentioned Regulations, the engine-drivers are obliged to operate the warning apparatus on their engines, or to give some other signal, on approaching unguarded level-crossings. The Police Traffic Regulations of September 5th, 1935, Rules for Application, Annex F, also stipulate that, in order to give warning of level-crossings, special traffic signs (warning signs) must be set up on the right-hand side of roads leading to level-crossings, at a spot about 150-250 metres before the crossing. These signs must be observed by vehicles on the roads, and pedestrians.

The above provisions of the Regulations concerning the building and operation of narrow-gauge railways and the relevant provisions of the Police Ordinance on Road Traffic, have hitherto appeared adequate for ensuring safety at narrow-gauge railway-crossings.

There are no special regulations for ensuring safety at crossings over tramlines in the territory of the Free City of Danzig, as the position of the tramlines here (there are no special crossings) does not make such regulations necessary. Mention may, however, be made of the following arrangement on tramcars: in virtue of the Police Ordinance on Road Traffic, of September 5th, 1935, rail-vehicles must be provided with a sign indicating alterations in the direction in which they are travelling. Accordingly, tramway vehicles in Danzig are all provided with a device which, when operated by the driver, lights up a red lamp on the side of the car showing the direction in which it is going to turn.

Estonia.

January 21st, 1937.

The railway administrations of Estonia, Latvia and Lithuania propose to agree upon a special signal for level-crossings which, in spite of poor visibility, where visibility is bad, but which are not provided with gates or automatic signals, because there is very little traffic.

The Ministry for Foreign Affairs proposes to revert to the matter later and to supplement, in accordance with this proposal, Part C of Chapter I of the Convention in question.

France.

August 1st, 1936.

The following changes should, however, be made in the Convention:

Chapter I, A (Level-crossings with gates). — In the second sub-paragraph of *paragraph 1*, replace: “ on main roads and on secondary roads with heavy motor traffic during the night, the rim of the triangle must be provided with a number of white or yellow reflectors ”, by:

“ On main roads and on . . . night, the apex of the triangle and the picture must be provided with . . . reflectors.”

It would, we think, be preferable to reflect by electric light, not only the triangular advance signal but also the picture it bears (silhouette of a gate or a locomotive, according to whether the level-crossing is or is not guarded).

Chapter I, B (Level-crossings without gates but with automatic signals). — In *paragraph 2* replace: "In the immediate vicinity of the railway, a signal must be placed in the form of a single or double St. Andrew's cross, according as the line is single or double. . ."

"In the immediate vicinity of the railway, a signal must be placed in the form of a St. Andrew's cross with single limbs or single upper limbs and double lower limbs, according as the line is single or double. . ."

The type of St. Andrew's cross recommended by the Seville Congress of the International Railway Union (1926) consists, in the case of a double line, not of a single signal with double limbs, as described in the Committee's text, but of a signal with double lower limbs and single upper limbs.

For your information we attach ¹ a sketch of the signal in question, copied from the so-called Seville model, and also the text of the Ministerial Decree of May 14th, 1936, making the use of this signal compulsory on French railways.

To *paragraph 3*, which reads as follows: "The automatic signal giving warning of the approach of trains must also be placed in the immediate vicinity of railway lines. Both by day and by night, this signal must consist of one or more flashing lights, red in colour, indicating that road traffic must stop", add, *in fine*:

"and one or more flashing white lights, when it is unnecessary for traffic to stop."

This would mean that, when the red flashing light is out, another coloured light would be shown, so as to prevent any confusion between a level-crossing with automatic signals and one without automatic signals.

Omit *paragraph 4*, which reads as follows: "The above-mentioned red light signal must be accompanied by a sound signal."

To have a sound signal in addition to the light signal would make the device unnecessarily complicated, and it might not work properly. Moreover, if the sound signal was too faint, it might not be heard by the motor-drivers, while if it was too loud it might disturb the rest of persons living nearby.

In *paragraph 5*, first sub-paragraph, replace: "one of the following four devices" by: "one of the following three devices", and omit sub-paragraph (a) to bring this paragraph into line with the text proposed for paragraph 3 (a compulsory instead of an optional flashing white light).

Sub-paragraphs (b), (c) and (d) would thus become sub-paragraphs (a), (b) and (c).

In the new sub-paragraph (c) replace: "reflectors suitably placed on the triangular advance signal" by

"reflectors suitably placed on the apex of the triangle and above the picture on the advance signal",

to bring it into line with the changes proposed above (Chapter I, A, paragraph 1) for level-crossings with gates.

Add the two following paragraphs, which would become Nos. 7 and 8, to the end of Section B:

"7. The visibility of the railway should be sufficient, with due allowance for the maximum speed of the trains, to enable a driver approaching the level-crossing to clear it if no train is in sight."

This is a necessary precaution in case the automatic signal is out of order. In such a case, the visibility should be sufficient to enable the crossing to be safely cleared without the signal.

"8. On approaching level-crossings, the speed of road vehicles must not exceed 20 km. per hour, unless the competent services consider it possible to allow a higher speed because visibility is particularly good. The prescribed speed limit must be indicated on the post warning traffic to slow down."

To make it compulsory for vehicles approaching a level-crossing without gates to slow down to a given speed constitutes an additional safeguard.

A similar provision should be added, *a fortiori* (see below) to Section C (Level-crossings without gates and without automatic signals).

Chapter I, C (Level-crossings without gates and without automatic signals). — In *paragraph 3*, by analogy with the change proposed in paragraph 2 of Section B, replace: "a signal must be

¹ These documents may be consulted in the archives of the Secretariat.

placed in the form of a single or double St. Andrew's cross, according as the line is single or double " by:

" a signal in the form of a St. Andrew's cross with single limbs or single upper limbs and double lower limbs, according as the line. . . "

In *paragraph 4*, first sub-paragraph, which reads as follows: " Furthermore, for level-crossings used by motor traffic " insert the word " *heavy* " before " motor traffic " and add the words: " *not exclusively local* ", so as to define and restrict the scope of the proposed provisions.

In this same paragraph, under (d), replace: " Reflectors suitably placed on the triangular advance signal " by:

" Reflectors suitably placed on the apex of the triangle and the picture on the signal ", for the reason explained above (level-crossings without gates but with automatic signals).

Lastly—for the reasons indicated in connection with Section B—at the end of Section C add a new paragraph reading as follows:

" 5. On approaching these level-crossings, the speed of road vehicles must not exceed 20 km. per hour unless the competent services consider it possible to allow a higher speed because visibility is particularly good. The prescribed speed limit must be indicated on the post warning traffic to slow down."

The foregoing proposals come within the framework outlined by the Advisory and Technical Committee. The French Government has endeavoured to reconcile the principles laid down by this Committee with the requirements and safety of railway and road transport in France.

But whether the actual principle of the use of flashing lights on roads is a sound one is a debatable point. It might confuse the engine-drivers because these flashing lights are also used on the railways, but not for any other road signals.

It would therefore be advisable to raise this question of principle and to ascertain precisely what importance is attached by the League Committee to flashing lights.

Latvia.

July 30th, 1936.

The Latvian authorities wish to point out that, in their opinion, Chapter I, C, 1 of the Advisory Committee's conclusions should be supplemented by the following recommendation:

" A special form of signal should be placed at level-crossings where visibility is poor and where, owing to the absence of heavy traffic, neither gates nor automatic signals are to be provided."

Netherlands.

September 1st, 1936.

In the Netherlands, the rules laid down in the Special Committee's report are being followed; when automatic signals are erected at level-crossings without gates, the relevant rules will also be applied. Advance signals have not yet been placed at all crossings.

As in the case of built-up areas, the regulations to be applied to local railway lines and tramways are left to the competent authorities of each country (Chapter II, sub-paragraph 2); this should also apply to main lines, the placing of advance signals in particular being made optional.

A signal showing that the automatic signal at a level-crossing without gates is not working is not essential, but is highly desirable.

The Netherlands Government is of opinion that outside built-up areas the following signals should be adopted for tramways:

(a) If the tramway crosses a main road, a triangular advance signal bearing the picture of a locomotive and, at the crossing, a St. Andrew's cross. The St. Andrew's cross should not be placed at an electric tramway crossing. On roads where there is heavy traffic the St. Andrew's cross should be replaced by a triangular signal with a bar and under a transparency the word " Tram " which would become visible on the approach of a tram.

(b) If the tramway crosses a secondary road, a triangular advance signal bearing the picture of a locomotive might suffice.

(c) If a tramway running along a road crosses from one side to the other, a triangular advance signal bearing a picture of the locomotive and, at the crossing, even over tram-lines, a triangular signal with a bar and under a red transparency the word " Tram " which would become visible on the approach of the tram or, in the case of non-electric trams, a St. Andrew's cross.

Needless to say, the three-colour signalling system recommended by the Permanent Committee on Road Traffic ¹ cannot be used where a tramway crosses a road.

¹ Document C.468.M.246.1935.VIII, page 3.

Switzerland.

June 24th, 1936.

After consulting the competent Federal authority, the Political Department has the honour to inform the Secretariat that the conclusions of the above-mentioned report coincide with the provisions of the Federal Council's Ordinance of May 7th, 1929, amended on November 23rd, 1934, concerning the provision of gates and signals at level-crossings. The only difference relates to the posts indicating the distances referred to in Article 7 of the Ordinance, which provides for "black bands" instead of "red bands". The Swiss text could be modified without any difficulty.

Efforts are being made in Switzerland to carry out the recommendation contained in Chapter III of the report in so far as it is possible to do so.

Union of Soviet Socialist Republics.

November 3rd, 1936.

As regards the colour of the posts for triangular advance signals, the authorities of the Union of Soviet Socialist Republics hope that the choice of the colour will be left to States, as was done under the 1931 International Convention in regard to the colour of the actual signals.

In the opinion of these authorities, this would have the advantage of enabling the post to be painted the same colour as the signal.

ANNEX 11.

[C.C.T.644.]

July 15th, 1937.

CO-ORDINATION OF TRANSPORT.

NOTE BY THE SECRETARIAT.

The members of the Advisory and Technical Committee will remember that, at its sixteenth ordinary session (September 1935), the Assembly requested the Organisation for Communications and Transit to study the situation and the measures taken to co-ordinate transport in the principal countries concerned, on the understanding that the problem of transport co-ordination should be viewed in its widest aspect—technical, economic and financial.

In pursuance of these instructions, the Committee decided at its nineteenth session (November 1935) to instruct the Secretariat, with a view to collecting the requisite documentary material, to approach the Governments and, if necessary, the competent organisations, limiting its enquiry for the moment to transport by rail and road and to inland navigation.

The Committee reserved the right to take any subsequent decision after the Secretariat had submitted the result of its enquiry.

With a view to facilitating this enquiry and to collecting the necessary documentary material, the Secretariat, with the assistance of specially qualified experts, defined and classified the various questions connected with the problem. The result of this work was embodied in a detailed questionnaire, which was sent to the Governments Members and States non-members of the League on September 1st, 1936.

In view of the complex nature of the problem and the amount of information sought, a considerable period was necessary before the Governments could be expected to reply. Replies were received from the following thirty countries:

Union of South Africa, Australia, Austria, Belgium, Brazil, United Kingdom, Bulgaria, Canada, China, Ecuador, Estonia, United States of America, Finland, France, Hungary, India, Irish Free State, Japan, Latvia, Liechtenstein, Luxemburg, Monaco, Norway, Netherlands (including the Netherlands Indies), Poland, Siam, Sweden, Turkey, Union of Soviet Socialist Republics, and Yugoslavia,

but most of them have only quite recently reached the Secretariat, some of them only in the last few days. It is to be hoped that replies will shortly be received from other countries, some of which are particularly important for a study of the question. A reminder was sent on May 10th last.

Finally, at its seventeenth ordinary session, the Assembly noted the measures taken by the Organisation for Communications and Transit with satisfaction and decided, on October 10th, 1936, to comply with the following suggestions, which were put forward by the delegates of Czechoslovakia and the Netherlands:¹

" . . . the Czechoslovak delegate pointed out that the question (transport co-ordination) had become the cardinal problem in the sphere of communications. In view of the growing development of road traffic, the whole structure of communications is in a state of

¹ Document A.78.1936.VIII.

flux. While before the war it was possible to speak of the virtual, though not legal, monopoly of the railway, this is no longer the case to-day. The railways, tied by somewhat rigid legislation, are obliged to transport goods and passengers in less favourable conditions than motor vehicles, on the basis of tariffs fixed by the supervisory authority and applicable equally to all those concerned. Nevertheless, the statement of this latter principle needs a qualification. It would appear, in the opinion of the Czechoslovak delegate, that, in their struggle with motor vehicles, and particularly lorries, certain railways grant secret tariff reductions not available in the same conditions to all users. This question, while connected with that of the co-ordination of transport, has more affinity with the question of competition between the various means of transport.

"This aspect of the problem is of particular interest to economic life in general and deserves to be seriously studied. In this connection, the Czechoslovak Government has submitted proposals for the revision of the International Convention on the Transport of Goods by Rail (C.I.M.), the purpose of these proposals being to make the provisions of Articles 9 and 10 of the C.I.M. of October 23rd, 1924, more elastic. While, at the Revision Conference held at Rome in October and November 1933, these proposals, as well as a similar proposal by another delegation, were withdrawn owing to the impossibility of undertaking the examination at that Conference of such an extensive problem, the study of which would require much time and thought, its discussion has nevertheless continued since then in the circles concerned. Certain suggestions were made with a view to its examination by the Central Office for International Railway Transport at Berne. The latter had, however, in a semi-official publication, stated that it had no jurisdiction in the matter, by reason of its constitution. As the question thus remained open, the Czechoslovak delegate thought that the Communications and Transit Organisation was the competent official organ to begin the examination of that important problem. He had therefore proposed that that Organisation should be asked to study it, with the assistance if need be of the international associations of railways and users, so that a fair solution of the problem might be found at the next conference for the revision of the C.I.M.

"The Netherlands delegate supported the proposal of the Czechoslovak delegate concerning the examination by the Communications and Transit Organisation of the question of tariff discrimination, which is closely connected with that of transport co-ordination, and he pointed out that the Netherlands had already emphasised the importance of that question at the Revision Conference in 1933.

"The Second Committee supported the suggestion made by the Czechoslovak and Netherlands delegates, which the Assembly would doubtless approve."

ANNEX 12.

[C.C.T.646.]

PUBLIC WORKS.

July 14th, 1937.

NOTE BY THE SECRETARIAT.

At its nineteenth session, the Committee took note of a report¹ submitted by the Second Committee to the Assembly on national public works and of the resolution adopted by the Assembly (sixteenth session, September 1935) in this connection. This resolution provided for an examination by experts of the documentary material collected by the Secretariat relative to the study of this subject. The Committee itself was of opinion that the examination of this documentary material by experts would undoubtedly prove of value and would lead to conclusions of general interest. The Committee therefore instructed its Chairman to organise such a study.

As the members of the Committee are already aware, this study was made by the following three experts:

- M. B. DJOURITCHITCH, former Deputy Minister of Communications of Yugoslavia;
- M. Silvain DREYFUS, Honorary President of the General Council of Roads and Bridges and of the High Council of Public Works of France;
- M. F. L. SCHLINGEMANN, Chief Engineer, Director of the Netherlands "Rijkswaterstaat".

These experts met at Geneva in June 1936 and drew up a report.² Their work was based, in particular on the preliminary statement prepared by the Secretariat, which is appended to their report.

In this report, which was communicated in due course to the members of the Committee, the experts point out in the first place that, while the particulars supplied by various Governments are very interesting, they are difficult to compare with one another, owing on the one hand to their necessarily wide scope and on the other hand to the fact that the countries differ greatly in their structure, their economic situation, their customs and the character of their population. It is therefore not without some hesitation that a few fundamental principles of general value

¹ Document A.47.1935.VIII.

² Document C.276.M.166.1936.VIII.

can be laid down on the basis of this material. Further, it is the more difficult to formulate practical recommendations intended for all States inasmuch as the latter have rarely indicated the reasons for the action they have taken.

The experts point out, however, that the enquiry shows that the majority of the Governments agree that the execution of public works has had a satisfactory effect on economic recovery in their countries and on unemployment. From the latter point of view, the experts consider that, if it is desired to obtain a really satisfactory result, the work undertaken during periods of prosperity should be accelerated rather than slowed down in times of depression.

It would indeed be desirable to prepare programmes of work in advance in such a way that the operations undertaken in times of depression may not be of an improvised character, which might have unfortunate results on the economic system as a whole. Moreover, the experts recognise that public works are not sufficient in themselves to remedy unemployment and to overcome the depression.

They then explain the administrative methods and methods of financing employed by the different Governments.

They state that they have met with difficulties in their work owing to the fact that, apart from differences in presenting the material as between one country and another, the documentation supplied by a given country often showed appreciable differences in the methods employed and the manner of setting it out, according to the Government department from which the material came. The experts therefore wondered whether Governments could not endeavour to secure greater standardisation in these matters between their various departments.

On the other hand, countries have found themselves obliged, owing to the depression, to adopt in certain circumstances methods different from those normally employed in carrying out public works, both from the administrative and technical point of view and from the point of view of financing the work, particularly by drawing upon the resources of social insurance funds. It would have been interesting to have had more information regarding the reasons for the adoption of these different methods and the results obtained.

Furthermore, the experts considered that it would be useful for their report and the preliminary statement attached to it to be communicated to the different Governments. The latter would thus be able to consider how far they should make use of the various solutions which have been adopted and of the results obtained.

As suggested by the experts, their report was communicated to the Governments by the Secretary-General of the League of Nations on August 4th, 1936.

* * *

The Second Committee of the Assembly (seventeenth session, September 1936), when taking note of the above facts, pointed out in its report that, in connection with both the enquiry into national public works and the study by experts of the documentary material collected, the Transit Organisation was continually in close touch with the International Labour Office and expressed the hope that collaboration between the two Organisations would make it easier to achieve good results in the future in connection with the study of the different aspects of the important problem of public works. It had particularly in mind the new action with regard to public works undertaken by the International Labour Organisation, of which the Second Committee had taken note. As a result, the question of "the planning of public works and its effect on employment" was placed on the agenda of the 1937 meeting of the International Labour Conference.

Pending this Conference, the Secretary-General and the Director of the International Labour Office had agreed, in accordance with the Assembly's decision, upon a scheme for future collaboration between the two bodies (Appendix 1).

The International Labour Conference examined the above item of its agenda in June. The Secretariat was represented at its discussions. The Conference adopted a recommendation concerning international co-operation in respect of public works, a resolution on this subject, and lastly a recommendation concerning the national planning of public works (see Appendix 2 for texts).

In accordance with the above-mentioned resolution, the Governing Body of the International Labour Office, with a view to ensuring collaboration between the two bodies, will invite the representatives of the competent organisations of the League of Nations to sit on the International Public Works Committee which is to be set up.

Appendix 1.

SCHEME FOR COLLABORATION BETWEEN THE COMMUNICATIONS AND TRANSIT ORGANISATION AND THE INTERNATIONAL LABOUR ORGANISATION FOR THE STUDY OF THE PROBLEM OF PUBLIC WORKS.

1. The Communications and Transit Organisation is to be represented at meetings of the International Committee which it is proposed to set up at the International Labour Office.
2. The International Labour Office is to draw up an annual report for submission to this Committee in consultation with the Transit Section of the Secretariat. The latter may submit any observations to the Committee.

3. The uniform plan for information, in accordance with which the Governments would furnish the requisite information, is to be drawn up by the International Committee which is to be attended by representatives of the Communications and Transit Organisation, as stated in paragraph 1 above, in so far as public works relating to communications and transit are concerned. This applies more particularly to the following items in the classification referred to in the first paragraph of the annex to the draft recommendation on international collaboration in the matter of public works:

- (a) Roads and bridges;
- (b) Railway lines, including tramways, metropolitan railways, etc.;
- (d) Canals and other inland waterways (including river conservancy, defensive works against floods, etc.);
- (g) Work carried out in sea and river ports, including mechanical equipment of such ports;
- (h) Shipbuilding with the financial assistance of the public authorities;
- (i) Work for the establishment of airports;
- (k) Hydro-electric and heating power centres, motive power transmission;
- (l) Gasworks and long-distance gas supply;
- (m) Telecommunications installations.

4. The replies of Governments are to be communicated regularly *in extenso* to the Secretariat by the International Labour Office.

* * *

Note. — It is understood that, should certain schemes for national or international public works require special study from one or more of the technical, economic or financial standpoints, the requisite study would be carried out by the International Labour Office in co-operation with the competent organisation of the League of Nations.

The Communications and Transit Organisation is to continue to collaborate until the various schemes of work in which it is concerned have been completed.

Appendix 2.

TEXTS ADOPTED BY THE INTERNATIONAL LABOUR CONFERENCE AT ITS TWENTY-THIRD SESSION, CONCERNING THE PROBLEM OF PUBLIC WORKS.

(a) *Recommendation concerning International Co-operation in respect of Public Works.*

The General Conference of the International Labour Organisation,
Having been convened at Geneva by the Governing Body of the International Labour Office,
and having met in its twenty-third session on June 3rd, 1937; and

Having decided upon the adoption of certain proposals with regard to international co-operation in respect of public works, which is included in the third item on the agenda of the session; and

Having determined that these proposals shall take the form of a Recommendation:

Adopts, this twenty-second day of June of the year one thousand nine hundred and thirty-seven, the following recommendation, which may be cited as the Public Works (International Co-operation) Recommendation, 1937:

Whereas the advance planning of public works is a useful method of preventing unemployment and counteracting economic fluctuations; and

Whereas action for this purpose can be effective only if it is based on adequate information and international co-operation;

The Conference recommends that:

1. Each Member of the International Labour Organisation should communicate annually to the International Labour Office, on the most suitable date, statistical and other information concerning public works undertaken or planned in its territory, including orders for plant, equipment and supplies.

2. The information communicated by Members in accordance with paragraph 1 should be supplied as far as possible in accordance with a uniform plan relating more particularly to the expenditure involved, the method of financing the works and the number of workers engaged.

3. Each Member should co-operate in the work of any international committee which may be set up by the Governing Body of the International Labour Office for the purpose, more particularly, of studying the information communicated in accordance with paragraph 1 and preparing the uniform plan referred to in paragraph 2.

4. Each Member should carefully consider what action to take on the basis of any reports which the Governing Body of the International Labour Office may send it as a result of the discussions of the committee contemplated by paragraph 3.

(b) *Resolution on International Co-operation concerning Public Works.*

Whereas the International Labour Conference has adopted a recommendation on international co-operation concerning public works; and

Whereas it is desirable, in order to make such co-operation effective, to set up an international body for the purpose of ensuring the continuity of the co-operation and of determining the methods of applying it:

1. The Conference invites the Governing Body of the International Labour Office to appoint as soon as possible, and to convene without delay, an international public works committee, the duties of which should be more particularly:

(a) To prepare and periodically to revise the uniform plan referred to in paragraph 2 of the recommendation on international co-operation concerning public works;

(b) To study every year the information gathered by the International Labour Office either as a result of the recommendation referred to above or in any other way;

(c) To make reports on this subject to the Governing Body of the International Labour Office with a view to their transmission to the Members of the Organisation;

(d) To undertake any other duties relating to public works which may be entrusted to it.

2. Members which have declared themselves willing to give effect to the above-mentioned recommendation should be invited to send representatives to the committee.

The committee should also include employers' and workers' representatives in equal numbers.

The Governing Body of the International Labour Office should invite representatives of the competent organs of the League of Nations to participate in the work of the committee, and might, in so far as it thinks fit, attach to the committee representatives of international institutions or bodies concerned with this matter as well as national and international experts chosen for their special knowledge of the various aspects of the problem of public works.

(c) *Recommendation concerning the National Planning of Public Works.*

The General Conference of the International Labour Organisation,
Having been convened at Geneva by the Governing Body of the International Labour Office, and having met in its twenty-third session on June 3rd, 1937; and

Having decided upon the adoption of certain proposals with regard to the national planning of public works, which is included in the third item on the agenda of the session; and

Having determined that these proposals shall take the form of a recommendation:

Adopts, this twenty-second day of June of the year one thousand nine hundred and thirty-seven, the following recommendation, which may be cited as the Public Works (National Planning) Recommendation, 1937:

Whereas, in the absence of advance planning, expenditure on public works tends to increase in years of prosperity and to diminish in years of depression;

Whereas fluctuations in the volume of employment of workers engaged on public works are thereby superimposed on the fluctuations in the volume of employment arising out of commercial demand, thus aggravating successively the shortage of certain classes of workers in periods of prosperity and the extent of unemployment in periods of depression;

Whereas it is desirable to time public works in such a way as to reduce industrial fluctuations as far as possible;

Whereas the uniform application of such a policy of timing to all public works involves the co-ordination of the administrative and financial methods applied by the various authorities; and

Whereas it is also desirable, if public works are to be fully effective as a remedy for unemployment, that measures should be adopted relating to the conditions of recruitment and employment of the workers engaged on the works;

The Conference recommends that each Member should apply the following principles:

Part I. — Timing of Public Works.

1. (1) Appropriate measures should be adopted for the purpose of achieving a suitable timing of all works undertaken or financed by public authorities.

(2) This timing should involve an increase in the volume of such works in periods of depression, and for this purpose it is desirable to provide for the preparation in advance, during periods of prosperity, of works capable of being held in reserve or exceeding ordinary requirements and which should be ready for execution as soon as the need is felt.

(3) Special attention should be paid to public works which stimulate heavy industries or public works which create a more direct demand for consumers' goods as changing economic conditions may require.

2. The policy of timing public works should apply to all such works (including works in colonies) undertaken by central authorities, regional or local authorities, public utility undertakings, or any body or individual in receipt of subsidies or loans from a public authority.

3. There should be established a national co-ordinating body the duties of which should be, more particularly:

- (a) To centralise information relating to the various kinds of public works;
- (b) To ensure or encourage the preparation of works in advance;
- (c) To give instructions or advice as to when works should be held in reserve and when works held in reserve should be undertaken, account being taken of fluctuations in the volume of unemployment, changes in the index of wholesale prices, changes in the rate of interest and any changes in other indices which indicate an alteration in the economic situation.

Part II. — Financing of Public Works.

4. Among the financial measures necessitated by the policy embodied in the present recommendation the following should receive special consideration:

- (a) The placing to reserve in periods of prosperity of the resources necessary for carrying out works prepared for periods of depression;
- (b) The carrying forward of unexpended balances from one year to another;
- (c) Restricted borrowing by public authorities in periods of prosperity and accelerated repayment of loans previously contracted;
- (d) The financing by loan in periods of depression of public works likely to stimulate economic recovery, and generally speaking, the application of a monetary policy which will make possible the expansion of credit required at such a time for the speeding-up of the public works and which will ensure the lowest possible rate of interest on the loans.

5. The co-ordinating body provided for in paragraph 3 or a special body acting in co-operation with it should be entrusted with all or some of the following duties in connection with the financing of public works:

- (a) To advise the central authority on financial policy and, if necessary, taxation policy relating to public works;
- (b) To assist in achieving proper co-ordination between the credit policy and market operations of the central bank, or corresponding institution, and the public works policy of the Government;
- (c) To co-ordinate the borrowing policy of the different public bodies referred to in paragraph 2; and
- (d) To take such measures as may be necessary to ensure that the policy of the central authority in respect of loans and subsidies is made effective.

Part III. — Employment of Certain Classes of Workers.

6. In applying the policy of timing provided for in this recommendation, consideration should be given to the possibility of including works which will give employment to special classes of workers such as young workers, women and non-manual workers.

Part IV. — Conditions of Recruitment and Employment.

7. The recruitment of workers for employment on public works should be effected for preference through the public employment exchanges.

8. Foreign workers authorised to reside in the country concerned should be accepted for employment on public works in the same conditions as nationals, subject to reciprocal treatment.

9. The rates of wages of workers on public works should be not less favourable than those commonly recognised by workers' organisations and employers for work of the same character in the district where the work is carried out; where there are no such rates recognised or prevailing in the district, those recognised or prevailing in the nearest district in which the general industrial circumstances are similar should be adopted, subject to the condition that the rates should in any case be such as to ensure to the workers a reasonable standard of life as this is understood in their time and country.

ANNEX 13.

[C.C.T.635.]

June 25th, 1937.

TECHNICAL CO-OPERATION BETWEEN THE ORGANISATION FOR COMMUNICATIONS AND TRANSIT AND THE CHINESE GOVERNMENT.

NOTE BY THE SECRETARIAT.

Co-operation between the Organisation for Communications and Transit and the Chinese Government has proceeded satisfactorily.

The experts sent to China by the Organisation have continued to co-operate with the National Economic Council of the Chinese Government and to advise it on questions within their competence, relating more particularly to road building and transport by road and to hydraulic works.

Further, on the basis of findings established on the spot and of the ample documentary material collected, the group of experts sent to China in 1935 at the Chinese Government's request has drawn up its report on hydraulic and road questions in China and this report was transmitted at the beginning of 1936 to the Chinese Government. The latter was thus in possession of a programme for its future activities in the matter of roads and hydraulic schemes.

M. Okecki, who had been in China since the beginning of 1932 as road expert, returned to Europe at the end of 1935 on the conclusion of his mission.

M. Bourdrez, who has also been in China since 1932, as hydraulic expert, has continued his co-operation with the National Economic Council.

Further, M. Coursin, Chief Engineer of Roads and Bridges, and formerly Director of Public Works in Madagascar, who had, since 1935, been one of the group of experts placed at the Chinese Government's disposal, was again sent on a mission to China in 1936, in order to assist in carrying out there the various recommendations embodied in the experts' report.

On his return to Europe, M. Coursin submitted useful observations and suggestions for continued co-operation between the Organisation for Communications and Transit and the Chinese Government. These suggestions supplemented the proposals which the Government had in the meantime laid before the Secretary-General of the League of Nations for a new programme to ensure the continuance of co-operation in this sphere and at the same time to extend the scope of the present activities.

The chief innovation in this programme, which was approved by the Council Committee for Technical Co-operation with China, is the creation of a Chinese Study Bureau at Nanking, attached to the National Economic Council. The Bureau includes, as advisers, three foreign engineers appointed by the League of Nations, in principle for a period of two years, and paid by the League. One of these engineers must be an expert on road questions and the other an expert on hydraulic questions; the third, who is responsible for the direction of the Bureau and is at the same time the representative of the Organisation for Communications and Transit accredited to the Chinese National Economic Council, must, as far as possible, be competent in both these spheres. In addition, a number of Chinese engineers are attached to the Bureau and paid by the Chinese Government, which also has to supply all the material and subordinate staff required by the Bureau.

The Bureau's activities cover road and hydraulic problems. Its chief function is, first, to advise the Chinese technical services on programmes of work and observations and tests prior to their execution; and to complete the professional training of the Chinese engineers attached to the Bureau, and, secondly, to establish plans for the carrying out of certain specific works for which the preparatory documentation appears to be adequate.

The execution of these works devolves upon the Chinese authorities, though the foreign members of the Bureau may, at the request of the authorities, visit the scene of operations and give such practical advice as may be necessary.

The Bureau may also assist in the general framing of plans and in the supervision of their execution, by means of its documentation and of advice given and tours of inspection carried out as before by the foreign engineers.

Lastly, since the Chinese Government has expressed a desire to improve the technical training of its engineers and proposes with this object to establish a centre for advanced technical studies, to which a limited number of Chinese engineers would be admitted on the basis of their records of service and experience, it is suggested that the foreign engineers who are members of the Bureau might assist by giving lectures at the centre on subjects to be co-ordinated and brought into line with the general curriculum.

M. Coursin was sent to China in April 1937 on a short mission to organise and direct this new Bureau. M. Bourdrez, who specialises in hydraulic questions, is also a member of the Bureau. M. Maux, engineer of roads and bridges, has been sent to China as a member of the Bureau to deal more particularly with road questions.

Lastly, in order to assist in the training of Chinese experts, a number of Chinese engineers have been sent on study tours to different foreign countries, under the auspices of the League of Nations and with its financial assistance.

For each of these missions, lasting as a rule for six months, a detailed programme was drawn up by the Secretariat, in collaboration with the foreign experts of the Nanking Bureau and the competent authorities in the several countries visited, and in agreement with the Chinese engineers themselves.

In this connection, the Chinese Government arranged through the Secretary-General of the League of Nations for a number of young Chinese engineers to be attached to the technical administrations of various foreign countries for a period of from two to three years.

ANNEX 14.

[C.C.T.651.]

July 29th, 1937.

REPORT ON THE FOURTH SESSION OF THE INTERNATIONAL ADVISORY COMMITTEE ON WIRELESS COMMUNICATIONS (C.C.I.R.) HELD AT BUCHAREST FROM MAY 21ST TO JUNE 8TH, 1937.

I.

The fourth session of the C.C.I.R. held at Bucharest from May 21st to June 8th was preceded by considerable preparatory work involving in particular the publication by the International Bureau of Wireless Communications (B.U.) of the replies sent by countries to the eighteen questions put at the third session of the C.C.I.R. held in September-October 1934 at Lisbon and the two other questions put forward after the close of that session.

In accordance with an opinion expressed by the C.C.I.R. at Lisbon (opinion No. 53), the Roumanian Administration communicated to all the administrations the following draft distribution of the questions among the various Committees:

I. DEFINITION AND NORMALISATION COMMITTEE.

1. Question 1—Selectivity curves of receivers.
2. Question 13—Radio-electric symbols and terminology.
3. Question 14—Signal and noise measurements.
4. Question 19—Wave classification.
5. Question 15—Procedure, methods of measurement and tolerance of disturbances due to electrical installations.

II. CO-OPERATION COMMITTEE.

1. Question 2—Determination of the admissible tolerances for the intensity of harmonics; study of the harmonics of various stations and their action on receivers.
2. Question 3—Technical conditions for the synchronisation of broadcasting stations.
3. Question 4—Width of band in kilo-cycles separating two broadcasting stations.
4. Question 20—Revision of the table of tolerances.

III. OPERATION COMMITTEE.

1. Question 5—Reduction of parasitic currents in receivers.
2. Question 6—Reduction of interferences in the mixed bands.
3. Question 16—Methods to be applied to wireless receiving sets to eliminate or reduce interferences caused by electrical installations.
4. Question 17—Background noises in receivers.
5. Question 18—Means of providing for the rapid and certain establishment of communications in short-wave bands of the mobile service.

IV. TRANSMISSION COMMITTEE.

1. Question 7—Study of propagation curves of waves.
2. Question 8—Characteristics of various waves as regards radiogoniometry.
3. Question 9—Intensity of the field strength necessary for reception in different cases.
4. Question 10—Effectiveness of various systems of so-called anti-fading aeriels.
5. Question 11—Utilisation in broadcasting of the transmitting system with a carrier wave and one side band.

In addition to these various Technical Committees, there were also a Drafting Committee and an Organisation Committee, the latter of which dealt, *inter alia*, with rules to be adopted for the revision and new numbering of notices issued by the C.C.I.R.

Before dealing with the various technical questions, an account should be given of the action taken on the request of the League of Nations regarding its participation in the fourth session of the C.C.I.R. at Bucharest.

This question was first dealt with on May 21st at the meeting of the heads of delegations, during which the President pointed out that, in a letter of September 27th, 1935, addressed to the Ministry of Communications at Madrid and communicated by that Ministry to the Bureau of the Union, the League of Nations "as an operator of a wireless station belonging to it" made the declaration required by Article 31, paragraph 2, of the General Rules on Wireless Communications. This declaration was accompanied by the following statement:

"At future sessions of the said Committee, the delegate of the League of Nations will take part as a technical expert of the organisation in question of the League of Nations which, as an official international institute, operates a wireless station belonging to it near Geneva—that is to say, will take part with the right to vote".

The words "right to vote" (*droit de délibération*) gave rise to different interpretations, and the President stated that it would be advisable for the C.C.I.R. to define the meaning so that it might be possible, in accordance with Article 6, paragraph 4, of the Rules of Procedure, to draw up an accurate list of delegates which had the right to vote at the fourth session of the Committee.

On this subject, M. Keller, head of the delegation of the Swiss Confederation, made the following statement:

"When we decided to allow a representative of the League of Nations to take part in the work of the C.C.I.R., we conferred on the League the capacity of an operating company recognised by a Government; if account is taken of the seat of the League of Nations, that Government is the Swiss Government.

"You will agree with my Administration that this situation cannot be satisfactory either to the Secretariat of the League of Nations or to the Swiss Government; my Administration therefore has the honour to propose that, at the fourth session of the C.C.I.R., you should consider the representative of the League of Nations as an expert of an administration not dependent on any country and should admit him to the meetings of this session with the right to vote within the meaning of Article 31, paragraph 4, sub-paragraph 2, of the General Rules.

"In accepting this solution solely for the fourth session of the C.C.I.R., the future position of the League representative in the C.C.I.R. will in no way be prejudiced. It will be for the Conference at Cairo definitely to settle the question of League co-operation in the Committees of the Union."

After a long discussion, in which the delegations of Italy, Portugal, Switzerland, the United States of America, the United Kingdom, the Netherlands, Yugoslavia, Czechoslovakia and Roumania took part, the assembly considered that the question was settled by the provisions of Article 6, paragraph 1, and Article 7, paragraph 4, of the Rules of Procedure and by Article 31, paragraph 4 (1), of the General Rules on Wireless Communications.

These provisions could only be changed at the International Conference on Wireless Communications at Cairo.

M. Keller (Switzerland) drew attention to the provisions of Article 31, paragraph 4 (2), of the General Rules. He pointed out that the wireless service of the League of Nations was not a service subject to the recognition provided for in that paragraph.

This argument did not succeed in changing the view of the meeting.

After this meeting, the President, at the first plenary meeting, pointed out that the meeting of the heads of delegations had considered that the League representative could only act in an advisory capacity at the fourth session of the C.C.I.R. He asked the assembly to ratify this opinion.

On this occasion, the League representative said that he had noted with interest the opinions expressed. He requested the assembly, however, to suspend its final decision until he had submitted the League of Nations' point of view on this subject to the Organisation Committee.

M. Gneme, head of the Italian delegation, was, however, of opinion that the decision taken at the meeting of the heads of delegations was final and should remain in force unless some new

fact was brought forward. He agreed, however, that this question should be referred to the Organisation Committee for further study. The assembly endorsed this view. The question was therefore again taken up at the first meeting of the Organisation Committee.

The President, M. Gnome (Italy), read a memorandum on the conditions under which the League of Nations had taken part in the session of the C.C.I.R. at Lisbon in an advisory capacity. He said the League had asked to take part in the fourth session of the C.C.I.R. with the right to vote; but, under the Regulations, this request could not be complied with. Moreover, in his opinion, the Regulations could only be changed by the General Conference, and the Committee was not competent to deal with the matter.

M. Keller (Switzerland) pointed out that, at the session of the C.C.I.T. at Warsaw in October 1936, the United States of America had been allowed to take part in the work in spite of the Regulations in force. Without desiring to be necessarily guided by the decisions of the other Advisory Committee, he asked that the same liberal spirit should be shown and that the League should be admitted.

The Chairman pointed out, however, that the United States had taken part in the session of the C.C.I.T. at Warsaw only in an advisory capacity and without the right to vote. The League was at present in a similar position: it could take part in the work without voting, as it had done at Lisbon. The question of principle as to the admission of the League to the C.C.I.R. with the right to vote could only be settled at the Conference in Cairo.

The representative of the League of Nations then expressed his astonishment at the decision taken at Lisbon, which had never been communicated to the League of Nations. In reply to its request to take part in the session of the C.C.I.R. at Lisbon, the League had received a telegram announcing its admission without further details and no one could infer therefrom that it was merely admitted in an advisory capacity. As a result of unforeseen circumstances, the League delegate had only been able to reach Lisbon for the closing meeting, so that he had been prevented from taking note of this decision.

It could not be denied that some confusion had arisen after the session of the C.C.I.R. at Lisbon. The Secretariat of the League had interpreted the telegraphic reply received from the governing body at Lisbon to mean that the League had been accepted with the right to vote; it had therefore put forward the same request for the fourth session at Bucharest. The governing body itself did not appear to have any knowledge of the decision taken at Lisbon, since it had sent the League two contradictory invitations: the first inviting it to take part as an administration, and the second as a private company.

Lastly, the League representative emphasised the fact that no regulations could be taken literally and that the case of the League was a special one which was not provided for by the Regulations.

In spite of these remarks, as no other delegation desired to speak, the Committee adopted the Chairman's point of view.

After the meeting, the League representative expressed his surprise to several heads of delegations that none of them had spoken in favour of the League application.

Since the decision taken by the Organisation Committee precluded any possibility of discussing the question again in a committee, the League representative sent a letter to the President of the fourth session in which, after reviewing the situation, he proposed that the C.C.I.R. should adopt the following recommendation in order to facilitate the discussion at Cairo.

" The C.C.I.R. Fourth Session, at Bucharest, after considering the application by the Secretary-General of the League of Nations regarding participation in the meetings of the C.C.I.R., declares itself incompetent to discuss this application for representation by the League at the present session, since a final discussion can only take place at the Administrative Conference in Cairo;

" However, with a view to facilitating the settlement of the question at Cairo, it recommends the administrations to study immediately a formula which would enable the League to take part in future sessions of the C.C.I.R. under conditions which take account of its special position in the world."

After this letter, the question was again taken up by the Organisation Committee a few days before the close of the Plenary Assembly—*i.e.*, on June 5th, 1937.

At this meeting, the Committee considered the letter from the League representative to the President of the C.C.I.R. The Chairman of the Organisation Committee, M. Gnome (Italy), supported by M. Munch (Germany), considered that the C.C.I.R. would be going beyond its technical duties if it made a recommendation that the administrations should be requested to study the question of the participation of the League in its work. He maintained that the question concerned either the General Conference or the three Advisory Committees, since it involved a change in provisions of the telegraphic, telephonic and wireless regulations. He said that all the administrations were well acquainted with the question, which had already arisen at the Madrid Conference, and had formed the subject of proposals published by the Bureau of the Union for the Conference at Cairo. Consequently, he did not see either the necessity or the advisability of making the proposed recommendation.

M. Mulatier (France) then spoke in favour of the League representative's request. He was followed by M. Keller (Switzerland), M. Vaz Pinto (Portugal) and Mr. Stevenson (United Kingdom), who thought that a recommendation might be made in the sense mentioned, since the League of Nations operated a wireless station.

This proposal was also supported by M. Strnad (Czechoslovakia) and M. Arakawa (Japan). The latter went even further and thought that the League of Nations should be treated as an

administration since, although it had no territory, all the functions which it exercised in connection with its wireless station were those of an administration. M. Arakawa sent the League representative a letter on this subject, expressing his opinion in greater detail.

After a long discussion during which the head of the French delegation spoke several times in energetic support of the request expressed in the letter to the President of the C.C.I.R., the members of the Committee agreed on the following draft recommendation:

“ The C.C.I.R., having examined the application by the Secretary-General of the League of Nations regarding the conditions of participation in the meetings of the C.C.I.R., declares itself incompetent to discuss this question, on which a decision can only be taken at the Administrative Conference in Cairo, and requests the administrations to study the question without delay.”

On the day before the plenary meeting, a fresh discussion took place in the Organisation Committee as to whether the above was a draft resolution or a draft opinion. At the instance of the Head of the French delegation, M. Mulatier, it was decided to present the question in the form of an opinion. This formula was adopted without difficulty by the plenary assembly. Thus the question of regulating the position of the League of Nations is at present on the official agenda of the General Conference at Cairo.

As regards the formula submitted by the League of Nations implying the right to vote, the League representative had several conversations with the heads of delegations which had supported the League's request. The general opinion was that it would be inadvisable to insist on this point. In principle, the right to vote can only be granted to administrations members of the Union and it would be very difficult to obtain from the Administration Conference the right to vote for a special case such as that of the League of Nations, which is not a member of the Union. The case provided for concerns private companies, when the administration itself is not represented and is replaced by a private company of the country. The object to be attained at Cairo is the recognition of the special position of the League of Nations, so that its delegates might take part in all meetings, including those of heads of delegations, and in all discussions, but only in an advisory capacity. A number of heads of delegations pointed out that, if the League of Nations were granted the right to vote, it might be placed in a difficult position through being obliged either to vote against certain administrations belonging to countries Members of the League or to abstain from voting.

If the special position of the League of Nations were sufficiently recognised in the above sense by a special formula without insisting on the right to vote, it is highly probable that no Government would raise any difficulty.

Under these circumstances, it would appear advisable to inform the Assembly of the League of Nations of this position, so that it might recommend the Members of the League of Nations to support the request of the League at the Cairo Conference.

II.

Between the various meetings of the Committee, the International Broadcasting Union (U.I.R.) arranged meetings of experts of European and non-European broadcasting organisations in order to consider the present position of broadcasting on short waves. The programme of these meetings was as follows:

1. The examination of the present position according to the observations of the Control Centre of the U.I.R. at Brussels.
2. The necessity for establishing in the near future a normal plan of distribution of short waves.

At the first meeting, presided over by M. Braillard, the latter explained the difficult position of broadcasting on short waves and showed that this position would soon become much worse. In commenting on the various documents distributed, he drew attention to the fact that, out of 217 stations, 118 were at present working on waves in the bands allotted at the Madrid Conference in 1932 and 99 outside these bands. After drawing attention to the gravity of the position, he opened the discussion.

Several means of improving the position were mentioned and discussed. The League representative drew attention to the case of stations carrying out a commercial radio-telephonic service between fixed points and occasionally a broadcasting service. These stations were compelled to carry out their broadcasting service on the wave allotted to them for their fixed service in order to reduce interference. This case, which applied, *amongst others*, to South-American stations, deserved attention.

The discussion continued at a second meeting and related in particular to separation between the various frequencies, the sharing of a wave by two stations, directing aerials and the power used.

There are some conclusions to be drawn from the discussion. The first is that the present difficulties can only be settled at the Cairo Conference both as regards the frequency bands which can be used and the limits of power to be imposed and also as regards special cases such as stations

situated in tropical countries, etc. The second is that an effort should be made immediately to collect full information with a view to that Conference. It is advisable that the U.I.R. should continue the task of collecting documentary material which it has already started.

The President, before closing the discussion, informed the delegates that the U.I.R. proposed to establish a programme of tests with the kind assistance of the administrations. The results of the observations would be sent to the administrations for their information through the Bureau at Berne before the problem was dealt with at the Cairo Conference.

There is no doubt that a fresh distribution of waves, especially short waves, will be the principal radio-electric question to be dealt with at the Cairo Conference and the special position of the League Station, Radio-Nations, in particular will have to be defended.

The technical questions dealt with at the fourth session at Bucharest were, in general, questions of application, since the principles had already been discussed at the previous session. The studies submitted by the various Governments were so well prepared that little discussion was necessary except on a few points. No definite opinions were expressed on a number of questions which had to be placed again on the programme of the Cairo Conference and the next session of the C.C.I.R., since the studies submitted were not sufficiently advanced to permit of definite conclusions. This was the case in particular with signal and noise measurements, the procedure methods of measurement and tolerance of disturbances due to electrical installations and the study of characteristic curves of various waves in respect of radiogoniometry.

A number of questions, however, gave rise to positive opinions: for instance, the different methods to be followed for sharing frequencies in broadcasting, the difference to be made between the frequencies of two transmitting stations, the measurement of the selectivity and of the stability of receivers, the revision of the table of tolerances, etc.

Useful work was also accomplished in the matter of the creation of a vocabulary of radio-electric terms in several languages (there is already a draft vocabulary in English, German, French, Italian and Portuguese). A list of new questions was also drawn up for the Cairo Conference.

The League representative carefully followed the questions which were directly connected with the technical aspects of the League station; he also took part in the discussions on several occasions and helped in the work of the committees.

ANNEX 15.

CALENDAR REFORM.

RESULTS OF AN ENQUIRY AMONG GOVERNMENTS UNDERTAKEN IN EXECUTION OF THE COUNCIL'S DECISION OF JANUARY 25TH, 1937 (NINETY-SIXTH SESSION).

Up to September 4th, 1937, replies had been received from the following thirty-two Governments.

Union of South Africa.

July 13th, 1937.

The Government of the Union of South Africa consider that public demand for the reform of the calendar is not yet sufficiently widespread to warrant a draft Convention in that regard being concluded. They feel, moreover, that the fixation of Easter by international accord should precede the consideration of the wider question of calendar reform.

Argentine Republic.

[Translation.]

July 26th, 1937.

The Argentine Government has given the question of the reform of the Gregorian calendar its careful consideration in view of the advantages which it is desired to obtain.

It points out, however, with regard to the draft Convention submitted to the Council by the representative of Chile, that this reform is not considered desirable; for it considers, in principle, that the present continuity of weeks should be maintained and should not be interrupted by the insertion of blank days not included in the ordinary week.

Australia.

May 3rd, 1937.

The Australian Government has no observations to offer on the draft Convention communicated to the Council by the representative of Chile and would be prepared to give further consideration to the matter if there were any prospect of general agreement being reached on the subject.

Brazil.

[Translation from the Portuguese.]

July 1st, 1937.

The Brazilian Public Administration has given careful consideration to this matter, and an Inter-Ministerial Commission, on which the clergy were represented, was set up to study the Chilian proposal.

As the outcome of this examination, the Brazilian Government is prepared to agree in principle to the draft Convention submitted by the Chilian Government, while reserving the right to take part in the discussion of the draft.

The Brazilian Government desires to submit one observation forthwith regarding the "Description of the World Calendar" attached to the draft Convention. In the third paragraph, it is stated that the intercalary or stabilising days, tabulated as December Y and June L, or December 31st and June 31st, will probably be observed as international holidays. The Brazilian Government suggests that these two days should be made *compulsory* international holidays, for which purpose a provision to this effect would have to be inserted in the text of the Convention. This suggestion is justified by the legal, commercial and statistical advantages which would result.

United Kingdom of Great Britain and Northern Ireland.

April 22nd, 1937.

The Government of the United Kingdom are of the opinion that any consideration of the draft Convention would be premature pending further discussion of the principle involved in the reform of the calendar and of the particular method of reform to be adopted. They consider that the time will not be ripe for any further examination of the matter by the League until propaganda by those in favour of the alteration of the calendar has achieved more widespread and solid results than it has hitherto.

His Majesty's Government in the United Kingdom remain of the opinion that, until the fixation of Easter has been achieved internationally, no useful purpose is served by attempting to proceed with the larger question of calendar reform.

Bulgaria.

[Translation.]

July 29th, 1937.

The Bulgarian Government is still studying the reform proposed by the representative of Chile. But as there are, above all, religious considerations involved in the question, it has also been submitted for examination to the Holy Synod of the Bulgarian Orthodox Church, which, in its turn, is anxious to obtain the views of all the Orthodox Churches, whose replies have not yet been received.

Pending the receipt of these replies, which will undoubtedly throw light on the question as a whole, the Bulgarian Government is unfortunately for the moment unable to offer any observations on the matter.

Chile.

[Translation.]

May 24th, 1937.

The Chilian Government, having authorised its representative on the Council of the League of Nations to present the draft in question, confirms its complete agreement with the terms of the draft Convention intended to solve the difficulties of an administrative, commercial, economic and educational character which arise from the present Gregorian calendar.

Denmark.

[Translation.]

August 17th, 1937.

The Danish Government does not wish to make any observations on the draft Convention on calendar reform communicated to the Council by the representative of Chile.

Egypt.

[Translation.]

August 23rd, 1937.

The Royal Ministry desires to inform the Secretary-General that this question is still being examined. It will not fail to communicate to him the observations which the competent authorities have to make on the draft Convention in question as soon as it is in a position to do so.

Spain.

[Translation from the Spanish.]

August 16th, 1937.

The Spanish Government has informed the Secretary-General that, after having consulted the competent authorities, it has no objection to acceding to the draft Convention communicated to the Council by the Chilian representative, although it points out that serious difficulties would arise in international postal connections if the modification proposed were not adopted unanimously and made compulsory in all countries.

The Spanish Government recalls the historical antecedents of the reform and the various solutions which have been suggested to the League of Nations, and on which it has already

communicated its observations. The reasons which have led it to form the opinion given above are the following:

The draft Convention was proposed by plenipotentiaries.

The solution now put forward is superior to all others suggested up to the present, in view of the fact that it divides the year into equal half-years and quarters and fixes in a uniform way the position of the days of the week for all years and quarters to come. The division of the days of the year would create fewer difficulties for the inter-connection between the Gregorian calendar and the reformed calendar, thus facilitating the comparison of observations and work carried out, and the collection of statistics of all kinds with the greatest possible accuracy.

Estonia.

[Translation.]

July 29th, 1937.

After examining with the greatest interest the draft Convention, the Estonian Government approves of the action taken in the matter and is prepared in principle to co-operate in the realisation of the proposal. Nevertheless, the application of the suggested reform of the calendar would be of practical value only if it were accepted by all or the vast majority of countries.

Should there be any likelihood of this, the Estonian Government will be prepared to go more fully into the question with a view to Estonia's accession to the Convention for the Reform of the Calendar.

United States of America.

June 25th, 1937.

The Government of the United States of America has no observations to make upon the draft Convention communicated to the Council by the representative of Chile. It expressed the wish, however, to be advised of any inter-Governmental conference which may be held to consider this matter, in order that the question of representation may be considered.

Finland.

[Translation.]

August 12th, 1937.

The Finnish Government has noted with great interest the draft Convention on Calendar Reform communicated to the Council by the Chilean representative, and will again give it their favourable consideration as soon as the Great Powers have decided to apply it.

France.

[Translation.]

August 4th, 1937.

The Ministry for Foreign Affairs has taken note of the draft with interest. The Government of the Republic considers, however, that the exhaustive examination of the proposals in question should be postponed until the Powers have agreed to stabilise the festival of Easter.

Greece.

[Translation.]

August 20th, 1937.

The Greek Government would, in principle, be in favour of the acceptance of the draft Convention on Calendar Reform communicated to the Council by the representative of Chile, but with the explicit reservation that this proposal be signed and ratified by all States Members of the League.

The Royal Government considers that this condition is indispensable to the acceptance of the reform by the Greek people, who have strong feelings about their calendar and especially their religious feasts.

Hungary.

[Translation.]

August 31st, 1937.

The Royal Hungarian Government has no objection in principle with regard to calendar reform, particularly the stabilisation of Easter.

However, as Hungary has a Catholic majority, the Government must bring its attitude in religious matters into line with the dominating opinion in the country. It therefore considers it important that the problem in question be settled in harmony with the intentions of the Holy See.

India.

June 10th, 1937.

The Government of India communicated that, in its opinion, previous exploration of the question of calendar reform has conclusively demonstrated that no result of any appreciable value is calculated to accrue therefrom. It therefore favours the abandonment of the proposal to promote a convention on the subject.

Iceland.

[Translation.]

August 17th, 1937.

The Government of Iceland does not wish to make any observations on the draft Convention on Calendar Reform communicated to the Council by the representative of Chile.

Latvia.

[Translation.]

August 11th, 1937.

The question of calendar reform being of interest to the most varied circles, the Latvian Government has undertaken a wide enquiry, which is not yet completed. They will not fail to communicate to the Secretary-General as soon as possible the conclusions which may be drawn from the results of this enquiry.

Liechtenstein.

[Translation.]

March 18th, 1937.

The Government of the Principality has no observations to make with regard to the proposed reform of the calendar.

Mexico.

[Translation from the Spanish.]

August 17th, 1937.

On receipt of the draft Convention communicated to the Council by the Chilean representative, the Ministry for Foreign Affairs invited the Executive Departments to study the question and to give their opinion on it. Further, the Director of the Observatory, who is at the same time Chairman of the Mexican Committee for Calendar Reform, took part in the discussions of these departments. The conclusions at which they arrived can be summarised as follows:

“ Having examined the proposals for reform, the Commissioners were of the opinion that it was desirable to accept the proposal involving the maintenance of the present division of the year into twelve months, but according to which the days would be arranged in the following way: The first month of each quarter (January, April, July and October) would contain 31 days, and the other months 30 days. The quarter would begin on a Sunday and contain 91 days in all, of which 78 would be working-days and 13 holidays.

“ To the days of the year arranged as above, a day would be added after December 30th, which would not bear the name of a week-day, but be called ‘ year-end day ’. In leap years, a second day would be added after June 30th, which would be called ‘ leap-year day ’. Both these days would be holidays.”

The question was then submitted to the President of the Republic, who gave instructions to the Ministry for Foreign Affairs that Mexico should support the draft reform referred to above when the question of calendar reform was discussed. .

Norway.

[Translation.]

September 1st, 1937.

The Norwegian Government accedes to the draft Convention communicated to the Council by the representative of Chile, on condition that this reform is adopted internationally. The Norwegian Government supposes that, in that case, the question of the stabilisation of movable feasts would be the subject of a separate discussion at a later date.

Panama.

[Translation from the Spanish.]

June 28th, 1937.

The Government has instructed the delegate of Panama to the League of Nations to support the calling of a conference to adopt a new world calendar.

Netherlands.

[Translation.]

July 20th, 1937.

The Government of the Netherlands would recall that in 1931 it transmitted to the Secretary-General of the League of Nations the report of the Netherlands National Committee for the Study of the Reform of the Calendar, which report the Royal Government endorsed.

The principal conclusions of this report were as follows:

- (1) Gregorian calendar to be maintained;
- (2) Minor adjustments would be acceptable;
- (3) The principle of the blank day is rejected;
- (4) Even if the blank day were to be accepted by the international community, the division of the year into thirteen months should be rejected;
- (5) The fixing of Easter between April 8th and 15th might be accepted.

The Royal Netherlands Government's views have not changed since that date.

As regards, in particular, the scheme submitted by the Chilean representative, the Royal Netherlands Government has carefully examined it. It regrets to say, however, that, in its opinion, the advantages of the revised calendar would not make up for the serious drawbacks in several respects which would be involved by an interruption of the continuity of the present calendar.

Peru.

[Translation from the Spanish.]

July 29th, 1937.

The Peruvian Government has decided to adhere, with reservations, to the draft Convention on the Reform of the Calendar, the period for the ratification of which expires on August 1st next.

Poland.

[Translation.]

August 9th, 1937.

The Polish Government has no observations to offer at present on the draft Convention for the Reform of the Calendar submitted by the Chilean delegation. It considers, however, that, as the possible application of a reform of the calendar would necessitate lengthy preparatory work of a legal nature in the countries concerned, the time limit of January 1st, 1939, proposed in the draft Convention is undoubtedly premature.

Roumania.

[Translation.]

August 27th, 1937.

The Roumanian Government, despite its interest in the question of calendar reform and in the Chilean proposal, cannot at the moment agree to the suggested reform, in view of the opposition of the National Church. The Roumanian Church does not accept the proposal in question for scientific and astronomical, as well as for practical and religious, reasons.

Siam.

July 17th, 1937.

His Majesty's Government has no observations to make on the draft Convention for the Reform of the Calendar.

Sweden.

[Translation.]

August 24th, 1937.

The draft Convention on Calendar Reform put before the Council by the representative of Chile has been carefully examined by those interested in the subject in Sweden.

It would appear from this examination that the advantages which might result from a reform of the calendar on the lines of the above proposal would hardly outweigh its drawbacks.

In the circumstances, the Swedish Government regrets that it is unable to recommend the adoption of the draft Convention in question.

Switzerland.

[Translation.]

August 13th, 1937.

The Federal Authorities have submitted the draft Convention to the Swiss Committee for the Reform of the Calendar; the latter has set down its views on the draft in question in the report which the Department encloses, in case it may be of interest to the Secretariat of the League of Nations.

Notwithstanding this communication, which is purely technical, the Swiss Federal Council must for the time being reserve its final decision regarding the desirability of a reform of the calendar. It will not be in a position to adopt a definite attitude in this matter until it has learnt the opinion of the principal Churches, and of the Governments of countries with which it would be inconvenient for Switzerland not to have a common measure of time.

Czechoslovakia.

[Translation.]

August 28th, 1937.

The Government of the Republic of Czechoslovakia regrets it is unable at the moment to communicate its observations on the subject of the proposed reform of the calendar, the competent authorities and the people interested not yet having been able to ascertain the consequences which this reform might entail in public life and in the functioning of public administration in Czechoslovakia.

As soon as the examination of the problem is at an end, the Government will certainly examine the draft Convention in question and communicate its point of view.

Union of Soviet Socialist Republics.

[Translation.]

August 15th, 1937.

The People's Commissariat has communicated to the competent authorities of the Union of Soviet Socialist Republics the draft Convention put forward by the Chilian representative. The observations made by those authorities will immediately be brought to the notice of the Secretary-General in the event of the present enquiry showing that it is desirable to carry out the proposed reform at the moment.

ANNEX 16.

[C.C.T.655.]

August 24th, 1937.

CALENDAR REFORM.

RESOLUTION ADOPTED BY THE UNIVERSAL CHRISTIAN COUNCIL FOR LIFE AND WORK AT ITS MEETING AT CHAMBY, AUGUST 21ST-26TH, 1936, AND TRANSMITTED ON SEPTEMBER 28TH, 1936, TO THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS BY DR. SCHÖNFELD, DIRECTOR OF THE RESEARCH DEPARTMENT OF THE UNIVERSAL CHRISTIAN COUNCIL.

Whereas the Universal Christian Council at its Eisenach meeting in 1929 expressed its desire for a careful study of calendar reform and Easter stabilisation; and

Whereas the Council in 1932 instituted an intensive study of these subjects by its Research Department; and

Whereas these studies and reports from the Churches have shown that a reform of the calendar and the stabilisation of Easter would, if carried through, receive the support of the overwhelming majority of the Churches, providing it is based upon the perpetual twelve-month equal-quarter plan proposed by the League of Nations:

Therefore be it resolved that the Universal Christian Council instructs its Standing Committee on Calendar Reform to notify the Secretary-General of the League of Nations concerning the above report and to secure the most effective presentation of this action of the Churches at the forthcoming world conference on Calendar Reform and the stabilisation of Easter; and, finally,

That this Council asks the Churches to inform their respective Governments of this action and of their views with regard to the desirability of adopting the new calendar.

ANNEX 17.

DRAFT BUDGET OF THE COMMUNICATIONS AND TRANSIT ORGANISATION FOR 1938, ADOPTED BY THE SUPERVISORY COMMISSION.

	1938	Swiss Francs		Expenditure 1936
		Estimates 1937	1936	
1. Conferences	39,000	23,000	23,000	—
2. Meetings of the Organisation for Communications and Transit (sessions of the Advisory and Technical Committee, other committees, sub-committees), and technical work of experts .	77,600	70,000	70,000	22,003
3. Printing of documents:				
(a) For meetings and other work under sub-head 2	17,500	8,000	8,000	4,680
(b) Collection and exchange of information regarding communications and transit (including miscellaneous expenses) . .				
4. Settlement of disputes referred to the Committee and examination of similar questions submitted to the Committee by the Council . .	20,000	20,000	20,000	2,192
5. Salaries: permanent staff	—	—	—	—
6. Travelling expenses	23,534	19,450	19,750	12,136
7. Cables, telegrams and long-distance telephone communications, and miscellaneous	4,280	3,500	3,600	1,319

ANNEX 18.

[C.C.T.637.]

June 28th, 1937.

REPORTS BY M. F. L. SCHLINGEMANN ON THE MEETINGS OF THE PERMANENT INTERNATIONAL COMMISSION OF NAVIGATION CONGRESSES.

I. REPORT ON THE MEETING OF JUNE 9TH, 1936.

The Permanent International Commission of Navigation Congresses held its annual meeting at Brussels on June 9th, 1936, under the chairmanship of Viscount van de Vyvere, Chairman of the Permanent International Association.

Before dealing with the agenda, the Chairman expressed regret at the death, since the last meeting, of the sovereigns of two member countries, His Majesty King George V of England and His Majesty King Fuad of Egypt.

The report of the Executive Bureau on the general position of the Association from May 15th, 1935, to May 15th, 1936, was approved. A copy of this report is appended to the present report.¹

The report of the Audit Committee discharging the Bureau from its liabilities was also approved. This report shows that it is highly desirable that the funds of the Association should be increased. Otherwise, the sums available for the expenses of the Seventeenth Congress in 1939 will be far below the sums required for past Congresses.

It was pointed out that, notwithstanding the devaluation of the Belgian currency, the subscriptions of individual members as well as of States and groups have not been increased; hence, in some cases, these subscriptions do not even cover the cost of the printed matter distributed to the members. Although, generally speaking, it is not considered to be a very opportune moment for increasing subscriptions, the question will be examined by the Executive Bureau.

The records of the Sixteenth Congress held at Brussels in September 1935 are in the press and will be distributed shortly.

Progress has been made on the *Technical Dictionary* issued by the Association. The chapters on "Harbours, Locks and Dry Docks" and "Maritime Signalling" will be published during the year. They will be followed by the chapter on "Rivers and Canals".

The meeting was followed, on June 10th, by an excursion to the Belgian coast and a visit to the harbours of Zeebrugge and Ostend.

II. REPORT ON THE MEETING OF JUNE 8TH, 1937.

The Permanent International Commission of Navigation Congresses held its annual meeting at Brussels on June 8th, 1937. The agenda of this meeting is appended to the present report (Appendix).

The Chairman of the Permanent International Association, Viscount van de Vyvere, was prevented for reasons of health from attending the meeting, and the Commission was presided over by the second Chairman, M. Bouckaert, former Director-General of Civil Engineering.

On the proposal of the Chairman, the Commission addressed to M. van de Vyvere its best wishes for a speedy and complete recovery.

The report of the Executive Bureau on the general position of the Association from May 15th, 1936, to May 15th, 1937, which is appended to the present report,¹ together with the report of the Audit Committee, was approved without discussion.

There was considerable discussion with regard to the financial situation of the Association. The surplus of receipts over expenses in ordinary years, which provides the necessary reserves for Congress years, has fallen considerably in recent years. It seemed essential to find some means of increasing receipts on the one hand and reducing expenses on the other. Although they have been increased from 10 francs to 25 francs, the subscriptions of individual members are still far lower than before the currencies depreciated. The Commission therefore decided to raise them to 50 Belgian francs, the minimum subscription for groups being raised to 100 francs. The subscriptions of members joining during a Congress year were raised from 150 francs to 200 francs.

In order to reduce the expenses of printing and translating the reports as far as possible, it was recommended that the rapporteurs should keep strictly within the set limit of twenty pages. In exceptional circumstances, when it seems necessary to exceed this limit, the Bureau will get into touch with the national delegation of the rapporteur. A proposal to charge the additional cost to the delegation concerned in cases of this kind was opposed and withdrawn.

The Bureau's proposal that reports should only be printed in the original language and that translations into the other official languages of the Association should be confined to extracts did not meet with the Commission's approval. The reports will therefore be published in the three official languages as in the past.

As regards the meeting-place of the next Congress, which was to have been held in 1939, no official invitation had been addressed to the Bureau. During the meeting, the German

¹ This document may be consulted in the archives of the Secretariat.

delegate, M. Gähns, transmitted to the Commission an invitation on behalf of the Führer and Chancellor of the Reich to hold the next Congress in Germany in a town to be designated later on. At the same time, M. Gähns suggested that, as considerable preparatory work was necessary, the Congress should be adjourned to 1940. The Commission unanimously accepted the kind invitation of the German Government. The next Congress will therefore be held in Germany in 1940, the date to be fixed later. The programme of the Congress will be fixed at the Commission's annual meeting in 1938. In the meantime, it will be drawn up by the Executive Bureau with the co-operation of the German delegation.

After the Bureau had furnished information concerning the progress made with the publication of the *Technical Dictionary*, the meeting closed.

In the afternoon the Commission made an interesting excursion to the works of the Brussels-Charleroi Canal and the works on the railway junction of the northern and southern stations, Brussels, where it received a warm welcome from the authorities.

The Hague, June 10th, 1937.

(Signed) F. L. SCHLINGEMANN.

Appendix.

AGENDA OF THE MEETING OF THE PERMANENT INTERNATIONAL COMMISSION OF NAVIGATION CONGRESSES, HELD AT BRUSSELS ON JUNE 8TH, 1937.

1. Report of the Executive Bureau on the general position of the Association from May 15th, 1936, to May 15th, 1937.
2. Report of the Audit Committee.
3. Changes in the membership of the Permanent Commission.
4. Meeting-place of the next International Navigation Congress (1939).
5. Reduction of the cost of translating and printing the reports presented to Congresses (a preliminary examination of this question was made during the annual meeting held in 1936).
6. Intervention of certain bodies in questions which would seem to be more within the purview of the Association: Steps to be taken.
7. Progress with regard to the publication of the *Technical Dictionary*.
8. Miscellaneous.

ANNEX 19.

[C.C.T.647.]

July 15th, 1937.

REPORT ON THE FIRST INTERNATIONAL TECHNICAL CONFERENCE ON AERIAL RELIEF.

Held at Budapest, June 11th-14th, 1937.

This Conference was convened by the Hungarian Red Cross and the Hungarian Air Federation under the patronage of the League of Red Cross Societies and the International Air Federation.

Among the documents attached,¹ will be found a list of delegates, the official programme, the technical regulation governing participation in the demonstration, and copies of certain papers read at the Conference. The resolutions adopted will be available later.

The aim of the Conference was essentially practical and technical. It brought together for the first time many persons directly interested in this problem, and a number of aircraft (both those especially built and equipped for purposes of air relief, and those improvised for such use). Hitherto, air relief on any appreciable scale has largely been restricted to certain extra-European countries possessing a considerable number of isolated communities. While some of the discussions were tentative and exploratory, the Conference undoubtedly served a useful purpose.

It did not concern itself with any possible juridical instrument which would be a basis for international air relief operations: this part of the question appears to be one of both private and public law, notably the latter. The draft convention prepared by the International Technical Committee of Legal Experts for Air Navigation, for the unification of certain rules relating to assistance to, and salvage of, aircraft or by aircraft at sea, which will eventually become an instrument of international private air law, deals, of course, with a different problem.

¹ These documents may be consulted in the archives of the Secretariat.

ANNEX 20.

[C.C.T.649.]

July 15th, 1937.

REPORT BY THE SECRETARY-GENERAL OF THE ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT AND BY THE SECRETARY OF THE PERMANENT COMMITTEE FOR TRANSPORT BY RAIL ON THE THIRTEENTH SESSION OF THE INTERNATIONAL RAILWAY CONGRESS (PARIS, 1937).

Direct connection between the Organisation for Communications and Transit of the League of Nations and the International Railway Congress Association was established in 1930, when the latter decided at its Madrid session to admit the Permanent Committee for Transport by Rail as a member of the Association.

Since then the Permanent Committee has been represented at the Twelfth Congress held in Cairo in 1933 by its secretary, whose report, which was submitted at the eighteenth session of the Advisory and Technical Committee, was the starting-point of studies undertaken by various organs of the Organisation for Communications and Transit relating to level-crossing signals.

When it was decided that the thirteenth session of the International Railway Congress was to be held at Paris in 1937, the Chairman of the Permanent Committee for Transport by Rail considered that the Committee should be represented at this session in order to maintain direct contact between the two organisations. The Secretary-General of the Advisory and Technical Committee for Communications and Transit and the Secretary of the Permanent Committee for Transport by Rail were accordingly entrusted with this representation and submit the following report on this session:

* * *

It should be borne in mind that nearly 200 railway administrations operating about 536,000 km. of railway situated in some forty countries,¹ comprising State railways and private companies, are members of the Railway Congress Association, and that, apart from the Permanent Committee for Transport by Rail of the League of Nations, ten national or international organisations such as the International Railway Union (U.I.C.), the Association of American Railroads, the Compagnie internationale des Wagons-Lits and Mitropa have acceded to it.

The thirteenth session of the Congress met in Paris from June 1st to 11th, 1937. It was opened by the French Minister for Public Works in the presence of the President of the French Republic, the Diplomatic Corps, the French Minister for Posts and Telegraphs and other prominent personalities. The President of the Republic was good enough to accept the Honorary Presidency of the Congress and the Minister for Public Works the Honorary Vice-Presidency. The chair was actually taken by Baron de Rothschild, President of the French Nord Railway Company.

In his opening speech, Baron de Rothschild pointed out that the present difficult circumstances lent the Congress capital importance from the point of view of improving economic relations between the nations. He referred to the competition of other means of transport which profoundly disturbed the general economy of the railways and compelled them to react energetically by renovating their methods in all fields.

The delegates of twenty-three Governments, of a large number of railway administrations and of eight international or national organisations members of the Association took part in the work of the thirteenth session of the Congress.

The reports of nearly fifty rapporteurs served as a basis of discussion. These reports, which had all been drawn up very carefully and therefore gave an excellent survey of the existing position throughout the world, formed the subject of thirteen special reports—*i.e.*, one for each question—and thus greatly facilitated the examination of the various questions on the agenda (see Appendix).

These questions were studied according to their nature by one or other of the five following sections: way and works; locomotives and rolling-stock; working; general; light railways and colonial railways.

It had at first been agreed between the Secretary-General of the Advisory and Technical Committee and the Secretary of the Permanent Committee for Transport by Rail that the former would follow more particularly the discussions in the technical sections while the latter would follow those in the general section, but it was soon recognised during the work of the sections that, in view particularly of the studies of the Secretariat of the Organisation for Communications and Transit in regard to the problem of co-ordinating the various kinds of transport, question 10 ("Effects of the World Crisis and Road Competition on the Railway Position: Corresponding Changes in Railway Commercial Policy"), which was examined in the general section, was by

¹ Argentine, Austria, Belgium, Brazil, United Kingdom of Great Britain and Northern Ireland, India, Dominions, Protectorates and Colonies, Africa, Asia, Australasia, Bulgaria, Chile, China, Colombia, Czechoslovakia, Denmark, Egypt, Finland, France, Algeria and Tunis, Colonies and Protectorates, Germany, Greece, Hungary, Irish Free State, Italy, Japan, Luxemburg, Mexico, Netherlands, Norway, Poland, Portugal, Roumania, Salvador, Spain, Sweden, Switzerland, Turkey, United States of America, Uruguay, Yugoslavia.

far the most important for the representatives of the Permanent Committee for Transport by Rail, who therefore devoted their special attention and personal abilities to the study of this question.

Three reports had been prepared on this subject by five rapporteurs: two of the rapporteurs had examined all the main lines forming part of the U.I.C. (International Railway Union), with the exception of the four great British lines; two others had dealt with all the secondary railways and the fifth the great British lines affiliated to the U.I.C. and the great railway lines of other countries not belonging to the U.I.C.

These three reports served as a basis for a general report submitted by a special rapporteur selected from among the five rapporteurs mentioned above.

The discussion related mainly to the conclusions contained in this last report, which were in general adopted. In addition, the discussion opened up certain new arguments and principles which, in the opinion of the competent section, deserved to be considered and formed the subject of various amendments.

This section then requested a drafting committee consisting of the five rapporteurs mentioned above and a small number of other persons to draw up the conclusions of the special rapporteur. The representatives of the Permanent Committee for Transport by Rail had the honour of being appointed members of this drafting committee.

After a further thorough discussion of the entire question in the drafting committee, it prepared a fresh text of conclusions which was subsequently adopted with a few minor changes by the competent section and finally confirmed without change by the Congress in plenary meeting. The following is the text of these conclusions:

“ 1. Under the influence of trade recovery throughout the world, rail-borne traffics generally show a certain increase which, however, falls short of the general increase in production.

“ One of the primary causes why the financial situation of railways is slow in improving in most countries is the fact that exchange of goods between different countries is handicapped by import restrictions, systems of ‘ clearing ’, control of currency, and monetary instability.

“ It is therefore desirable, in the interests of financial equilibrium of transport undertakings, that artificial barriers limiting international commerce should be lowered and, in so far as possible, suppressed.

“ 2. But the most important cause of the delay shown in the improvement of the financial situation of railways lies in the continual development of road-transport competition.

“ In fact, in every country, the number of motor vehicles and their loading capacity are increasing, at the same time as roads are being extended and improved. The consequence is that competition from road vehicles becomes more and more acute, and the harmful results of this are reflected in the general position of railways.

“ Although road transport must have a place in the field of transport, the question of its rightful place in that field cannot yet be said to have been answered with any degree of finality.

“ 3. Railways are under legal obligation to ensure public transport in accordance with principles dictated by general public interests. The consequence to railways is that they have special responsibilities not incumbent on other methods of transport which responsibilities have repercussions on their technical and economic efficiency, rendering it impossible for users to make their choice under comparable conditions.

“ It is therefore necessary that transport undertakings to which essential public functions are entrusted, be protected against the competition of all methods of transport which, not being bound by the same obligations to public interest, are free to pick and choose their traffics, and fix their tariffs.

“ Under rational organisation, road transport should be complementary to rather than competitive with rail transport. It should therefore only be encouraged to the extent to which it is essential and affords a type of service not possible by rail. It is desirable, in particular, that special care should be taken to conserve long-distance and heavy traffics, to the railways, whose economic status should, in the general interests, be preserved.

“ 4. It is desirable that the closest possible co-ordination should be brought about between railways and road motor vehicles offering a service to the public, notably by the following means:

“ (a) By participation of railways in road transport, a participation which may, in certain cases, extend as far as concentration under one management;

“ (b) By an allocation of traffics between the two methods of transport, either by mutual agreement sanctioned by the authorities, or by direct orders from the authorities;

“ (c) By substituting for competitive road services combined road-rail services such as containers, transport by rail of loaded lorries or trailers, etc.

“ In order that efforts to co-ordinate public transport may not be nullified, it is also necessary that appropriate measures be taken to regulate private transport of goods by road motor, particularly over long distances.

“ The application of these various measures would require the existence of sufficient motor traffic statistics, such as are already drawn up in some countries.

" 5. With the object of avoiding unfair competition, and to give to the patrons of road hauliers the necessary security (as also to other road users), the appropriate authorities should:

" (a) Keep under strict observation all road vehicles and see that the transport by-laws are carried out, through the intermediary of the local police, with the main object of securing greater safety on the road;

" (b) Insist on all public road vehicles carrying out their responsibilities towards their clients, covering themselves against third-party risks in the same way the railways are obliged to do;

" (c) Adopt conditions of service in respect of staff employed in the public transport of both passengers and goods, comparable with those in force on the railways of the country.

" 6. In order to suit all economic needs, it is important that all methods of public transport adopt published tariffs, consistently applied, and based as far as possible on the same principles. If, in other respects, conditions of equality could be achieved between rail and road transport, the carrying-out of such a measure would avoid the unnecessary reduction of their existing rates by both parties.

" Until such time as this rather difficult question has been solved, the railways of most countries are compelled to resort to the lowering of rates.

" The reduction of rates in specific cases, sometimes granted only on condition that the firms concerned hand over the whole of their transport to the railway, has been found to give better results than general rates reductions.

" 7. On those services where working is to be continued by the railway, the improvement of passenger facilities, by increasing the speed and frequency of trains, as well as improvements in their comfort, have proved to be efficacious means of meeting competition, and it is desirable to continue in this direction.

" On the goods side, experience has shown that regularity in delivery times, acceleration of transport, and extension of door-to-door facilities, are excellent means of increasing traffic, and should be adopted wherever desirable.

" 8. The experience gained by the different Railway Administrations has shown the benefits obtained from suitable advertising and general propaganda. It is most desirable that all forms of advertising and propaganda be developed, that canvassing for traffic be intensified, that closer contact with clients be obtained in order better to understand their wishes and needs, and to keep them informed as to the various possibilities and advantages to be obtained from the use of the railway.

" 9. Speaking more generally, railways must continue to follow the commercial methods which have been proved sound in other spheres of business, especially since they no longer enjoy a virtual monopoly of transport.

" Whereas necessary, it is desirable that Government authorities should afford the railways the necessary facilities to carry out a policy of a commercial character.

" It is also particularly desirable that railways introduce methods designed to encourage the interest of employees in the development of traffic and the economic position of the railway service."

* * *

It was extremely interesting to follow the discussions on this question, and to come into contact with the persons most competent in the matter, and the secretariat of the Communications and Transit Organisation will not fail to draw from the ample documentation and the information thus collected very valuable material for its present study of the co-ordination of transports.

The recent development of transport conditions in general brought about by motor transport of persons and goods, and—to a lesser though rapidly increasing extent—by the aeroplane, also called for the very serious attention of the other sections.

As Baron de Rothschild pointed out in his opening speech, all the work of the Congress was more or less influenced by this problem.

Indeed, the effects of motor competition made themselves felt everywhere in the following directions: increased comfort offered to passengers and the increased speed and frequency of trains or rail motors, while maintaining or even raising the present level of safety (questions 1, 4, 5, 9, 11); reduction of costs, and in particular of the cost of maintenance or operation, with the help of new technical processes such as the welding of rails (question 2), improvements in steam locomotives (question 5) or electric traction (question 6); working of secondary lines of the main lines, and co-ordination in the operation of main lines and light railways; improved turn-round of empty rolling-stock and the use of containers and rail-road wagons (questions 7, 8 and 12); and, lastly, specifications for the fixed plant of railways with light traffic (question 13).

Various speakers expressed the opinion that the railway must continue to make great efforts if it desired to maintain the present volume of traffic, and even to recover lost ground. There is no doubt that the very considerable progress made in recent years in all railway matters is, to a greater or lesser degree, the direct consequence of motor-car competition.

The work of the Congress gave the impression that the entire world was seeking for fresh methods of operation, and that the limit of the possibilities undoubtedly offered by railways were still far from being attained.

Apart from these technical questions, the agenda of the Congress included a change in the statutes with a view to simplifying the methods of electing members between the sessions. This change, which was proposed by the Permanent Commission, was accepted by all sections, and subsequently confirmed in the plenary meeting.

The Congress decided to accept the invitations of the German Government and the Japanese Government, and consequently to hold its fourteenth session in Berlin (1941) and its fifteenth session at Tokio (1945). It was also decided to convene an enlarged meeting of the Permanent Commission at Warsaw in 1939.

Appendix.

LIST OF QUESTIONS SUBMITTED FOR DISCUSSION TO THE THIRTEENTH SESSION OF THE INTERNATIONAL RAILWAY CONGRESS.

First Section: Way and Works.

Question I.

The construction of modern track to carry heavy loads at high speeds, and methods of modernising old track for such loads and speeds.

Facing points which can be taken at high speeds.

Question II.

Application of welding:

- (1) To obtain extra long rails;
- (2) In manufacturing and repairing points and crossings:
 - (a) Results obtained by using extra long rails. Methods used to ensure safe expansion of the rails and anchoring of the track.
 - (b) Technical and financial results shown by welding points and crossings.

Question III.

Methodical and periodical maintenance of:

- (1) Metal bridges;
- (2) Signals;
- (3) Metal supports carrying the contact wire on electric railways.

Organisation. Working methods. Materials used.

Second Section: Locomotives and Rolling-stock.

Question IV.

Evolution of the rail motor-car as regards its construction, and special investigation into the transmission and brake questions.

Comparative methods of testing rail-cars.

Detailed investigation into the costs of rail-cars, and methods of reducing them.

Question V.

Recent improvements in steam locomotives of the usual types, and tests of new designs (high-pressure reciprocating locomotives and turbine locomotives) as regards construction, quality of materials used, efficiency, working conditions, maintenance and financial results.

Testing locomotives at locomotive experimental stations, and in service with dynamometer cars and brake locomotives.

Question VI.

Methods and devices used in connection with electric traction to save current between the supply side of the power station and the driving wheels (feeders, sub-stations, tractors) and in particular the use of mercury rectifiers.

Third Section: Working.

Question VII.

Economic operation of the main-line systems' secondary lines.

Various methods adopted to adjust the operating facilities, safety measures and station organisation to the volume of traffic.

Question VIII.

Application of rational organisation (planning) to the transport of goods, especially in connection with:

- (1) The functions and internal working of shunting-yards;
- (2) The provision of inter-yard connections;
- (3) The estimation of the probable traffic to be dealt with, and the provision of the trains required;
- (4) The information to be given to the consignees;
- (5) The acceleration of the turn-round of empty stock;
- (6) The use of containers and rail-road wagons.

Question IX.

Results obtained from the automatic and distant operation of signals and points, and from locomotive-cab signals.

Fourth Section: General.

Question X.

Effects of the world crisis and road competition on the railway position. Corresponding changes in railway commercial policy.

Question XI.

Selection, orientation and instruction of railway staff.

Fifth Section: Light Railways and Colonial Railways.

Question XII.

Co-ordination of operation as between main-line and light railways.

Question XIII.

Specifications for the fixed plant of railways with light traffic, intended to prevent the use of unnecessarily expensive track equipment and generally to give economical working.

[C.C.T.648.]

ANNEX 21.

July 15th, 1937.

REPORT ON THE PROCEEDINGS OF THE NINTH CONGRESS OF THE
INTERNATIONAL CHAMBER OF COMMERCE.

Held in Berlin from June 28th to July 3rd, 1937.

The representative of the Communications and Transit Section at this Congress followed with special attention the discussions of the Commission on transport and communications problems.

The following questions connected therewith were on the agenda of the Congress:

Road Transport. Highway finance — Use of lorries in trade and industry — Safety on the road — Obstacles to international motor transport — International transport system.

River Shipping. Standardisation of police regulations — Recognition and reciprocal acceptance, by the different countries, of official documents concerning masters of vessels and their vessels — Reduction and simplification of Customs and exchange control formalities.

Air. Free transit zones — Transport documents — Liability for delay — Inclusion of air risks in accident and life insurance policies for passengers travelling on regular lines.

Rail. Goods nomenclature for international railway traffic — Definition of technical railway tariff terms — Customs treatment and rating of removal vans — Customs treatment of baggage containing samples — Summer-time arrangements.

Air-rail and Air-shipping Co-ordination. Combined transport of passengers and goods — Principles for the co-ordination of the two means of transport.

Telegraph. Cost of telegrams and revision of rates; possibility of a general reduction — Examination of the official proposals in view of the forthcoming Conference on Telecommunications (Cairo, 1938).

Telephone. Progress made since the Paris Congress (1935) — New *preavis* or personal call arrangements.

Post. Standardisation and reduction of postal letter rates — Recommendations for improving the international parcel mail system — Responsibility of the postal authorities for loss, damage or delay — Possibility of concluding a European postal agreement.

Air mail. Abolition of the surcharge: progress made — New recommendations — Parcel air mails — Simplification and standardisation of documents — Creation of sorting-offices on aeroplanes of regular lines.

After examining these various questions, the competent Commission of the Congress adopted a number of resolutions which were subsequently approved at a plenary meeting of the Congress (see the annexed document),¹ resolutions R.T.2, R.T.3, R.T.4, R.T.5, R.T.6, R.C.1, R.C.2, R.C.3, and R.C.7.

With some exceptions, the drafts of these resolutions had been prepared before the Congress, after examination by the competent Committees of the International Chamber of Commerce, and the discussions in the Congress centred mainly round the amendments moved by certain delegations.

The following points may be noted in connection with questions of special interest to the Communications and Transit Section:

International Commercial Motor Transport.

The resolution on this subject recommends the conclusion of an international convention to settle this question in as liberal a sense as possible. In this connection, the Commission took note of the work already done in this field by the Communications and Transit Organisation. It was also agreed that the head of the Transport Service of the International Chamber of Commerce, who was to be delegated later by the Chamber to attend the session of the Permanent Committee on Road Traffic of the Communications and Transit Organisation, should place the views of the Chamber before this Committee.

Danubian Navigation.

Generally speaking, the resolution passed by the Congress on this subject adopts the conclusions reached by the Conference on Danubian Navigation held at Cracow in 1930 under the auspices of the International Chamber of Commerce. This Conference was attended by representatives of the various competent administrations of the Danubian States as well as by the representatives of the competent national committees of the Chamber. The Communications and Transit Section was represented at the Conference, which took up again most of the questions that had been the subject of the enquiry into Danubian navigation carried out in 1925 by Mr. Walker D. Hines, under the auspices of the League of Nations.

The outcome of the Congress's discussions was that the Inland Navigation Committee of the International Chamber of Commerce would re-examine the various aspects of the position as regards Danubian navigation referred to in the resolution in question at its next session, basing its discussions mainly on the information sent to the Chamber by the competent national committees.

Carriage of Goods by Rail with Negotiable Documents.

The resolution relating to the International Convention on the Carriage of Goods by Rail recommends, *inter alia*, an extensive application of the provisions of this Convention concerning transport with negotiable documents. It will be remembered that the Advisory and Technical Committee for Communications and Transit has already studied this question.

Free Transit Zones in Air-ports.

The resolution on this subject recommends that there be created in each international transit air-port a free transit zone. It may be remembered that this question was also raised in the Advisory and Technical Committee when the problem of exemption from Customs duty to fuels used in air traffic was being examined during the nineteenth session. The Committee did not seem desirous at that time, however, of acting upon the suggestions which have now been taken up by the International Chamber of Commerce.

Air-Rail Co-ordination.

Lastly, this question, though of interest to the Communications and Transit Organisation, is nevertheless outside the scope of its enquiry into transport co-ordination, which is at present

¹ This document may be consulted in the archives of the Secretariat.

limited to transport by rail, road and inland navigation. An interesting report was submitted to the Congress on this subject by M. Henning, Deputy-Director of the Belgian National Railway Company. His report is appended hereto.¹

ANNEX 22.

[C.C.T.650.]

July 15th, 1937.

REPORT ON THE WORK OF THE THIRD WORLD POWER CONFERENCE
HELD AT WASHINGTON FROM SEPTEMBER 6TH TO 12TH, 1936.

The main purpose of the meetings of the World Power Conference is the mutual information of the persons attending it. These meetings enable technical experts and administrators in the field of power production and distribution to exchange views and information which are usually hard to find in printed form and are of special interest because of their personal accent.

The valuable documentary material submitted to the Conference represents one of the most tangible results of its work. With the help of the general report (which contains the substance of the papers presented) it is relatively easy to find one's way in the multiplicity of papers.

Generally speaking, the Conference showed how profoundly technology has permeated human life as regards labour, economic and social conditions. It has even affected the outward form of society. Technology has become an important and growing element in life; it cannot therefore, it is clear, be left in the hands of private industry and the State has accordingly had to step in to safeguard the general interests of the country. This intervention has taken different forms in the various countries; in several of them, State intervention is very slight or even non-existent. It was, however, the general opinion of the Conference that intervention was necessary, not because the State should be the owner of all electric power plants or should control their working, but in order to supervise the installation and operation of such plant and thus safeguard public interests.

On the other hand, the Conference showed that there is at present a tendency in all countries to adopt a self-sufficiency policy. The object of this policy is to become as completely independent as possible of other countries and to confine economic relations to countries which have no direct influence on the national economy. It is to be noted that the question of an exchange of electric power was scarcely mentioned at the Conference.

The general opinion on the question of the waste of fuel was that immediate action was necessary, more especially since oil reserves are rather limited. For the moment, such action is only possible in the national sphere; but it would seem that the question of oil reserves and distribution will inevitably become an international problem in the fairly near future.

The following points should be noted as of special interest to the League of Nations:

1. On the subject of statistics, several speakers proposed collaboration with an international office or even a complete transfer to the latter of statistical work. It would seem advisable to get into touch as soon as possible with the International Executive Council of the World Power Conference in order to study the above possibilities of centralisation. The World Power Conference has already done valuable work by publishing a new Statistical Year-Book.

2. At the last meeting, M. Horn (Belgium), Director of the Sofina Holding Company, suggested that a Committee should be formed of ten to twelve members drawn from Government institutions and private industries to frame general rules of conduct and give advice in special cases, as well as to arbitrate in all kinds of disputes which might arise in the sphere of power production and distribution.

The Communications and Transit Committee would seem to be qualified for setting up such a body which might have to perform functions of this kind, as the Permanent Legal Committee has done in similar cases in other fields.

3. As regards the question of oil reserves, it would seem that the League of Nations could intervene in this sphere through its competent organ so as to arrive at a well-co-ordinated system of statistics and distribution control. This question is of a clearly international nature and may become rather urgent in the near future.

4. In an entirely different connection, M. Salazar (Republic of Ecuador) had a semi-official conversation with the League of Nations representative regarding the possibility of collaboration with the League of Nations in regard to power production and distribution in his country. Two points in this conversation must be mentioned here:

(i) The possibility of sending individual experts or a commission of experts to make a general study and establish a plan for developing the resources of Ecuador. M. Salazar

¹ This report may be consulted in the archives of the Secretariat.

specially emphasised that such a study and plan should be made by experts free from any political or industrial influence.

(ii) The necessary financial means.

The first suggestion refers to action similar to the collaboration between the League of Nations and China. The suggestions made by M. Salazar deserve closer consideration.

From his conversations with other technical delegates from the South-American Republics, the League of Nations representative gathered the impression that they all have a certain fear of the consequences of action by one country only, even in the technical field.

Although the present tendency towards purely national development makes international action rather difficult for the time being, it would nevertheless seem necessary to continue the study of power exchanges between the various countries as it is not improbable that this problem will be taken up again at a fairly early date.

5. As the resolutions of the Conference show, no definite result was arrived at; even M. Horn's proposal was not reverted to or adopted. Resolutions were confined to formal votes of thanks to the President and Government of the United States and to the American National Committee. The tangible results remaining are the very valuable collection of material above-mentioned¹ and the various interesting views expressed during the discussions.

ANNEX 23.

[C.C.T.633.]

June 25th, 1937.

TRANSPORT AND TRANSIT OF ELECTRIC POWER AND REGIME OF THE
INTERNATIONAL EXCHANGE OF ELECTRIC POWER IN EUROPE.

COMMUNICATION FROM THE SECRETARIAT.

Progress has been made with the study concerning the transport and transit of electric power and the regime of the international exchange of electric power in Europe, referred to in the records of the work of the nineteenth session of the Advisory and Technical Committee for Communications and Transit.

The documentary material published by the Third World Power Conference, held at Washington in 1936, is to be added to the information which the Secretariat has already received from the different Governments.

Although the political situation in Europe does not permit of the developments contemplated in the near future, the study will nevertheless be completed and the results will be placed before the Committee.

ANNEX 24.

[C.C.T.654.]

August 23rd, 1937.

COMMUNICATION FROM THE INTERNATIONAL METEOROLOGICAL ORGANISATION.

De Bilt, April 24th, 1936.

I have the honour to inform you that the Conference of Directors, held at Warsaw in September 1935, adopted the following resolutions, which are also of interest to your Committee:

“ 95 (VII — MM/B). The Conference accepts the black cross as the international hurricane signal, and decides to communicate this resolution to the Advisory and Technical Committee for Communications and Transit of the League of Nations.

“ 96 (VIII — MM/B). The Conference defines the meaning of the black ball as being that winds 6 and 7 of the Beaufort scale are probable, and decides to communicate this decision to the Advisory and Technical Committee for Communications and Transit of the League of Nations.”

These resolutions were passed by our Committee on Maritime Meteorology.

¹ The documents in question may be consulted in the archives of the Secretariat.

ANNEX 25.

LETTER ADDRESSED BY THE INTERNATIONAL SHIPPING CONFERENCE
TO THE SECRETARY-GENERAL OF THE COMMITTEE.

London, August 30th, 1937.

I have been in communication with the constituents of this Conference upon your letter of July 10th and regret that it has not been found possible to make arrangements to take advantage of the invitation to be present at the forthcoming meeting of the Committee.

The Conference, which is always prepared to do everything in its power to promote the best interests of world shipping, warmly appreciates your invitation, and I am desired to transmit the attached notes on the various items on the Agenda of special interest to the Conference.

(Signed) H. M. CLEMINSON,
Secretary.

NOTES ON ITEMS, OF SPECIAL INTEREST TO THE SHIPPING INDUSTRY, ON THE AGENDA OF THE
ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT, TO BE HELD IN
GENEVA ON AUGUST 31ST, 1937.

Maritime Buoyage.

The present Convention is not the result of any desire expressed to or through the International Shipping Conference and is not one to which shipping attaches importance.

Maritime Tonnage Measurement.

It has not been possible for the Conference to examine in detail the draft Regulations prepared under the auspices of the League. The general feeling seems to be that the position is fairly well covered or, at any rate, covered, as well as it is likely to be, by the present bilateral arrangements.

Pollution of the Sea by Oil.

The Conference as a whole has expressed its willingness to support a convention on the lines of the draft Convention and Final Act prepared by the Expert Committee of the League. This embodies the policy that full trial should be given to the recommendations of the Washington Conference regarding the zone system, in conjunction with the provision of receptacles in ports and that separators on ships should not be made compulsory. The Expert Committee made a recommendation as to the fitting of separators on new ships, and it is felt that the Conference would be prepared to give careful consideration to any reasonable recommendation in respect of the provision on new vessels of mechanical devices such as separators or to enable an appropriate compartment or space to be used as a slop tank wherever practicable and suitable.

Having regard to the absence from the League of Germany, Italy and Japan, it would seem advisable that it be made the subject of a special Conference of Maritime States.

*Action to be taken on the Conclusions of the International Hydrographic Conference at
Monaco, April 1937, on Certain Matters.*

Action to be taken on the conclusions of the International Hydrographic Conference at Monaco, April 1937, with regard to:

- (a) The buoyage of isolated rocks;
- (b) The despatch by the various Governments to the International Hydrographic Bureau of the results of the hydrographic work carried out by authorities other than the national hydrographic services themselves.

It is understood that (a) the buoyage of isolated rocks was merely a suggestion and no details of the suggestion are before the Conference. It is thought that the buoyage of isolated rocks would cost a considerable amount of money and would hardly be a practical proposition.

It is understood that (b) involves another individual suggestion. It is believed that the responsible authorities in each country would be perfectly prepared to answer enquiries direct if the information were required. Communication through the various Government Departments would seem to have no great practical value and would involve circumlocution and unnecessary

delay. It is thought that it is within the power of the International Hydrographic Bureau to issue these requests direct without making it a subject for any further international agreement.

Stowaways.

It has been ascertained that the question under this head was raised by the International Shipping Federation. A separate note on the subject is attached (see Annex 9).

International Tourist Traffic. Results of the Enquiry among Governments with a View to the Application of the Recommendations of the Passport Conference, 1926.

The present passport system involves a great deal of expense, delay and vexation, and shipowners will undoubtedly welcome a return to the pre-1914 position.

Co-ordination of Transport.

It appears that consideration of this question was confined to road and rail traffic.

Questions of internal organisation. Composition of Committees.

This presumably includes the Maritime Ports Sub-Committee. One is disposed to think that, in the absence of Germany, Italy and Japan, there is little or nothing that the League can usefully do in regard to shipping. At the same time, as the Maritime Ports Convention is a League of Nations Convention, it is not impossible that, in that connection at any rate, the League might be useful. Subject to that, it would seem that it should be recognised that maritime questions can best be dealt with as the Safety of Life, Hague Rules and other Conventions have been dealt with.

Genève, le 6 novembre 1937.

SOCIÉTÉ DES NATIONS

COMMISSION CONSULTATIVE ET TECHNIQUE DES COMMUNICATIONS ET DU TRANSIT

COMPTE RENDU DES TRAVAUX DE LA VINGTIÈME SESSION tenue à Genève du 31 août au 4 septembre 1937.

ERRATUM

Page 3: Substituer au texte des 4^{ème} et 5^{ème} lignes le texte suivant:

"Son Excellence M. G. de BLANCK Y MENOCAI (désigné par le Gouvernement de Cuba), Envoyé extraordinaire et Ministre plénipotentiaire à Londres".

Page 11: Substituer au texte de la première ligne le texte suivant:

"Étaient présents: tous les membres de la Commission, à l'exception de S.E. M. G. de Blanck, qui avait désigné pour le suppléer à la présente session S.E. M. Juan Antiga, envoyé extraordinaire et Ministre plénipotentiaire, Délégué permanent près la Société des Nations, lequel a lui-même été remplacé...."

Page 12: II. Constitution du Bureau: Ajouter à la deuxième ligne, après le nom de M. Antiga, les mots: "suppléant de S.E. M. G. de Blanck".

LEAGUE OF NATIONS

ADVISORY AND TECHNICAL COMMITTEE FOR COMMUNICATIONS AND TRANSIT

RECORDS OF THE WORK OF THE TWENTIETH SESSION held at Geneva from August 31st to September 4th, 1937.

ERRATUM

Page 3: Replace the text of the 4th and 5th lines by the following text:

"His Excellency M. G. de BLANCK Y MENOCAI (appointed by the Government of Cuba), Envoy Extraordinary and Minister Plenipotentiary in London".

Page 11: Replace the text of the first line by the following text:

"All the members of the Committee were present, with the exception of H.E. M. G. de Blanck, who had appointed as his deputy for the present session H.E. M. Juan Antiga, Envoy Extraordinary and Minister Plenipotentiary, Permanent Delegate to the League of Nations, who was himself replaced by...."

Page 12: II. Election of Officers of the Committee: Add to the second line, after M. Antiga's name, the words: "deputy for H.E. M. G. de Blanck".

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VIII. COMMUNICATIONS ET TRANSIT
1937. VIII. 5. Erratum

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

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Geneva, January 1938.

LEAGUE OF NATIONS

STATUTE

OF THE

ORGANISATION

FOR COMMUNICATIONS

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STATUTE OF THE ORGANISATION FOR COMMUNICATIONS AND TRANSIT

*Adopted by the Council of the League
of Nations on January 29th, 1938 (One-hundredth Session).*

SECTION I.—CONSTITUTION OF THE ORGANISATION.

Article 1.

Purpose of the Organisation.

The purpose of the Organisation for Communications and Transit, which is constituted and exercises its functions in virtue of resolutions adopted by the Assembly of the League of Nations, is, in application of Article 23(e) of the Covenant, to facilitate international co-operation in the field of communications and transit and also in those of public works and of electric power, in so far as they relate to communications and transit. In particular, the Organisation shall help the Council and the Assembly to accomplish the work entrusted to the League by the Covenant and by Treaties in those fields.

Article 2.

Members of the Organisation.

1. The following shall be Members of the Organisation for Communications and Transit under the terms of the present Statute:

(a) All Members of the League;

(b) Such States not members of the League as, by resolution of the Assembly, may have been admitted to participation in the Organisation.

2. For the purposes of the present article and of Article 4, there shall be added to the Assembly any States Members of the Organisation which are not members of the League.

3. The admission of a new Member of the Organisation shall be decided by the Assembly by a majority of two-thirds of the delegations of Members of the Organisation taking part in the vote, such majority to include two-thirds of the Members of the League.

Article 3.

Constituent Bodies of the Organisation.

The work of the Organisation for Communications and Transit shall be carried out by :

- (a) A " Committee for Communications and Transit " of an advisory and technical character, hereinafter called " the Committee " ;
- (b) Permanent or temporary committees ;
- (c) A permanent secretariat provided by the Secretary-General of the League ;
- (d) Conferences, general or limited, convened with a view to the conclusion or revision of international conventions in the fields to which reference is made in Article 1.

SECTION II.—COMMITTEE FOR COMMUNICATIONS AND TRANSIT.

Article 4.

Composition and Appointment of the Committee.

1. The Assembly shall every three years elect the Members of the Organisation whose nationals shall, to the number of one for each Member of the Organisation, be called upon to form the Committee.
2. The Council of the League of Nations shall appoint each of the members who form the Committee in agreement with the Government concerned. Deputies may be appointed by the President of the Council in agreement with the Government concerned, at the instance either of the said Government or of the Chairman of the Committee, to replace members of the Committee who are unable to be present at a particular session.
3. When it makes such appointments, there may be added to the Council one or more representatives of the States Members of the Organisation which are not members of the League of Nations, provided that a resolution to such effect shall have been adopted by the Council with the approval of the majority of the Assembly, such majority to include a majority of the Members of the League taking part in the vote.
4. The number of members of the Committee who are nationals of Members of the League may not exceed two-fifths of the number of the Members of the League, or a total of twenty.

5. Members of the League permanently represented on the Council shall each be entitled as of right to provide one member of the Committee under the conditions laid down in paragraphs 2 and 3 above. The same shall apply to Members of the Organisation not members of the League admitted to sit on the Council for the purpose of appointing members of the Committee in accordance with paragraph 3 above.

6. The Assembly shall nominate the remaining Members of the Organisation who are each to be called upon to provide one member of the Committee under the conditions laid down in paragraphs 2 and 3 above.

In making its choice, the Assembly shall more particularly provide :

I. For the inclusion among the members of the Committee of nationals : (a) of the States which are represented on the Council under the re-eligibility rule ; (b) of groups of States which, by established practice, are elected to membership of the Council in rotation, unless such States prefer to be represented as members of one of the groups referred to in subsection II below. Such States shall indicate, prior to the vote, the candidate or candidates that they propose for election by the Assembly, to the exclusion of the others.

II. For the representation of technical interests and of the needs of different geographical areas. In this connection, Members of the Organisation are to be chosen which play a preponderant part in the field of communications and transit by reason of their technical development, the volume of their traffic, and more particularly of their international traffic, their geographical position, their area, or any other similar factor. To that end, and to permit of the representation of particular geographical situations or groups, and in order to make the best possible use of experience from all parts of the world, Members of the Organisation not already represented as members of one of the groups mentioned in subsection I(b) above may form themselves into groups. In that event, they shall indicate, prior to the vote, the candidate or candidates that they propose for election by the Assembly, to the exclusion of the others.

Members entitled as of right to provide a member of the Committee under paragraph 5 may not take part in the vote.

7. The number of the Members of the Organisation elected by the Assembly who may be re-elected for the immediately

following period shall not exceed one-half of the number of the retiring members of the Committee. No Member of the Organisation may be elected more than twice consecutively.

As an exception to the foregoing provisions, the Members of the Organisation who are represented on the Council under the re-eligibility rule shall be re-eligible without restriction.

8. The total number of the members of the Committee to be elected shall be fixed before each election by the Assembly by a majority vote, account being taken of the provisions of the foregoing paragraphs of the present article.

9. Members of the Organisation elected by the Assembly shall retain the right to provide a member of the Committee for a period beginning immediately upon their election and ending on the date on which the Assembly shall have proceeded to the next election. The Committee shall nevertheless continue in office until reappointed by the Council.

Article 5.

Method of Election.

1. No Member of the Organisation shall be eligible to be elected unless it has proposed itself for election, or been nominated by another Member of the Organisation, at least forty-eight hours before the election. The notice of the candidature shall be given in writing to the Secretary-General, who shall forthwith bring it to the attention of the Assembly. The Secretary-General shall at the time of the election place before the Assembly a list of the Members which have been duly put forward as candidates.

2. In the cases provided for in Article 4, paragraph 6, sub-sections I(b) and II, all votes in favour of one or more Members of the Organisation belonging to a group shall be counted in favour of the candidate or candidates proposed. If the number of names shown on a voting-paper :

(a) Is in excess of the number of candidates proposed by a given group, it shall nevertheless count as a single vote in favour of the candidate or candidates proposed by that group ;

(b) Is less than the number of candidates proposed by a group, it shall count, in the first place, as one vote in favour of the candidate or candidates indicated, and, in the second place, as one vote, in the order of their presentation, in favour of the other candidates put forward by the group to which the candidate or candidates indicated on the voting-paper belong. Nevertheless, the order of presentation may not result in both votes being cast in

favour of a candidate whose name is already indicated on the voting-paper : in such case, the additional vote shall be transferred to the next candidate in order of presentation.

3. For the rest, the vote of the Assembly provided for in Article 4, paragraph 1, shall take place in conformity with the provisions of Article 21 of the Rules of Procedure of the Assembly.

Article 6.

Temporary Members and Collaboration of Non-member States.

1. Without prejudice to the provisions of Article 15 with regard to disputes, the Committee may invite a State, whether a Member of the Organisation or not, to nominate a temporary member of the Committee to sit thereon during the examination of a question with which the said State is particularly qualified to deal.

2. The Committee may also hold meetings jointly with the representatives of States which are not members of the Organisation, who will attend by special invitation.

Article 7.

Powers of the Committee.

The powers of the Committee shall be as follows :

(a) It shall study and propose measures for ensuring freedom of communications and transit ;

(b) It shall assist the Council and the Assembly in carrying out the duties entrusted to the League by Article 24 of the Covenant and by the treaties and conventions in force ;

(c) It shall exercise as regards the preparation and the meeting of the conferences referred to in Article 3 above the powers defined in the present Statute ;

(d) It shall collect from time to time from States which have taken part in one of the conferences referred to in Article 3 all useful information concerning progress made in the signing and the ratification of conventions adopted by such a conference and accessions to such conventions, and also concerning the execution of all resolutions of the conference ; it shall examine all measures calculated to facilitate the signing and ratification of or accession to such conventions and the carrying-out of such resolutions, and shall submit to the Council or Assembly any reports on these subjects that may be necessary ;

(e) It shall perform in the cases mentioned in Article 15 of the present Statute the task of conciliation and enquiry stipulated in the said article ;

(f) It shall be at the disposal of the Permanent Court of International Justice with a view to assisting the Court ;

(g) It shall exchange all relevant information concerning communications and transit direct with the competent technical Ministries of the Members of the Organisation and with the International Bureaux which are placed under the direction of the League, or with which liaison has been established or may subsequently be established with the consent of the Council ;

(h) It shall draw up an annual report on the activity of the Organisation for Communications and Transit. It shall forward this report to the Council and the Assembly and at the same time to the Members of the Organisation, and it shall indicate, as far as it considers this to be possible, the programme of work of the Organisation for the following year ;

(i) It shall carry out in general all other duties coming within its competence as determined by the instructions of the Assembly or the Council, or as resulting, with the approval of the Assembly or the Council, from a treaty or a convention, or a resolution adopted by a conference.

Article 8.

Rules of Procedure and Meetings.

1. The Committee shall draw up its own Rules of Procedure.
2. It shall ordinarily meet at the seat of the League, at such time and in such manner as it may decide in agreement with the Secretary-General of the League, or when specially convened by the Council.

Article 9.

Chairmanship.

1. The Committee shall elect its chairman.
2. Nevertheless, after the nomination of a new Committee by the Council and until the Committee shall have proceeded

to elect its chairman, the chairmanship shall fall to the member of the Committee who is senior in membership or, in case of equality, senior in age.

3. In the interval between sessions, the chairman shall exercise general supervision over the orderly progress of the work of the Committee and of its committees, and shall prepare the agenda of the sessions of the Committee. In case of urgency, he may consult the members of the Committee by correspondence.

4. He shall carry out the duties which may be entrusted to him by the Assembly, the Council or the Committee. With the authorisation of the Committee, or, in case of urgency, subject to its subsequent approval, he shall discharge the duties entrusted to him by the treaties and conventions. He may, under the same conditions, accept any task proposed to him by a Member of the Organisation or by a qualified international or national organisation dealing with questions within the powers of the Committee.

Article 10.

Permanent Committees.

1. For the continuous consideration of groups of related questions, permanent committees shall be set up. The Committee shall appoint the members of such committees, and these may include, in addition to members of the Committee, persons appointed individually. In making its choice, the Committee shall be guided by the desire to secure the best possible representation of the various interests involved.

2. These committees are as follows :

- (a) Committee on Air Navigation ;
- (b) Committee on Electric Power ;
- (c) Committee on Transport by Rail ;
- (d) Committee on Inland Navigation ;
- (e) Committee on Maritime Ports and Navigation ;
- (f) Committee on Road Traffic ;
- (g) Legal Committee.

3. Subject to authorisation by the Council, the Committee may set up other permanent committees.

4. As a general rule, a permanent committee shall consist of an uneven number of members not exceeding nine. The term of office shall be for three years and shall be renewable.

5. The chairmen of the permanent committees shall be appointed by the Committee.

6. Permanent committees shall report on the progress of their work to the Committee after each session.

Article 11.

Experts and Temporary Committees.

The Committee may ask individual experts or temporary committees composed entirely or in part of persons chosen as experts, other than members of the Committee, to undertake studies or submit information coming within the spheres mentioned in Article 1.

Article 12.

Rules as to Majority.

The decisions of the Committee and of its permanent or temporary committees shall be taken by a majority vote. The chairman shall have a casting vote.

Article 13.

Co-operation with Other Organisations.

1. The Committee may invite representatives of qualified international or national organisations to take part in its work in an advisory capacity.

2. On the other hand, it may take part in the work of other qualified international or national organisations dealing with questions coming within its own powers. To this end, the Committee or the committee appointed by it may be represented, as a member or in any other capacity, at meetings as may best suit the interests entrusted to the Committee. The chairman of the latter shall in each case arrange with the Secretary-General of the League for the representation of the Committee or of the committee appointed by it.

Article 14.

Cases of Prolonged Absence.

Any member of the Committee or of one of the above-mentioned committees who has been absent from all meetings for two years shall cease to belong to the said Committee or committees, except in case of illness or for any other reason considered to be adequate by the Committee.

Article 15.

Disputes.

1. If the Committee is called upon to consider any question falling within its competence which is the subject of a dispute between States, the procedure shall be as follows :

(a) The request of the applicant State shall be addressed to the Secretary-General of the League, who shall transmit it to the Committee. The Committee, before proceeding to consider the request, shall communicate with the States concerned, forward the request to them and invite them to submit within a certain time any observations they may think desirable.

(b) As soon as a reply or replies are received, or if no reply which would put an end to the dispute is received within the prescribed period, the Committee may proceed to examine the merits of the request. If the Committee does not include a member who is a national of a State which is a party to the dispute, such State shall be invited to nominate a temporary member, who shall form part of the Committee for the purposes of the particular dispute only, together with a deputy member. Should two or more parties be associated in the same question, they shall, for the purpose of this paragraph, be reckoned as one party only. In case of doubt, the Committee shall decide.

(c) The Committee shall decide on the procedure to be followed in the preliminary investigation. In particular, it may entrust the preparatory enquiries which it thinks necessary to one of the permanent committees of the Organisation or to a special committee consisting of persons chosen from the members of the Committee or the members of the permanent committees. It may appoint a committee of enquiry made up in the same way, after communicating to the States which are parties to the dispute the conditions of the proposed enquiry. If a committee of enquiry is appointed, any State which the Committee regards as interested in the dispute may be invited to appoint, if it so desires, a member of such committee of enquiry. Any State, whether interested in the dispute or not, may be invited by the Committee to place at the disposal of the committee of enquiry all the information in its possession concerning the subject of the dispute.

Any State which is regarded by the Committee as interested shall be furnished with a copy of any reports submitted

to the said Committee as a result of the procedure of preliminary investigation. This communication must be made in good time before the examination of such reports by the Committee.

(d) after having decided to terminate the preliminary investigation, the Committee shall endeavour to secure a settlement of the dispute. If it succeeds, a *procès-verbal* shall be drawn up showing the terms of settlement. If it fails, it shall give a reasoned opinion and specify any recommendations which it considers appropriate. It shall communicate its opinion, including any recommendations made, to the parties concerned, and also to the Council. This opinion shall indicate the names of the members who took part in the proceedings. An opinion can only be adopted by a vote of the Committee when a majority of the members of the Committee is present. The Committee shall invite the parties concerned to state within a given period whether they accept the conclusions of, and any recommendations made by, the Committee.

2. The Council may at any time ask the Committee during the consideration of the dispute for information as to the progress of the preliminary investigation.

Article 16.

Responsibility of the Committee.

Except when a committee is consulted directly by the Assembly or the Council, the Committee shall bear the sole responsibility for all recommendations to Governments or proposals to the Council or to the Assembly, and shall decide, subject to the provisions of Article 15, upon the control which it intends to exercise over the resolutions adopted by the committees provided for in Article 10 or constituted by the Committee.

SECTION III.—CONFERENCES.

CHAPTER I.—GENERAL CONFERENCES.

Article 17.

Convocation.

1. With a view to the application of Article 3(d) of the present Statute, the Council may convene a general conference

at any time. Moreover, a general conference shall meet as of right, for the same purposes, at the request of at least half of the Members of the Organisation, such request to be made to the Secretary-General of the League and to be accompanied by the proposed agenda. In such case, it shall be the duty of the Secretary-General to convene the conference.

2. The following may take part :

As of right, in all general conferences, the delegations of the Members of the Organisation ;

In a particular general conference, the delegations of such other Governments as may be invited by the Council to participate in all or part of the proceedings included in the agenda of the conference.

Article 18.

Delegations.

1. Delegations to the conference may include one or more representatives, deputies and experts, each delegation having only one vote.

2. The names of the representatives, deputies and experts appointed for the conference by their respective Governments shall be communicated to the Secretary-General of the League.

3. The names of the deputies and experts may also be communicated in the course of the conference to the Secretary-General of the League through the intermediary of the delegation concerned.

4. Representatives should, if possible, be provided with full powers to sign any conventions the text of which may be adopted.

Article 19.

Other Persons who may attend.

1. The Committee may appoint either persons who are members of the Committee or persons who do not belong to the Committee to take part in the work of the conference in an advisory capacity and on behalf of the Committee.

2. The Council or the conference may invite qualified international or national organisations to appoint representatives to take part in an advisory capacity in the work of the conference.

Article 20.

Agenda.

1. Subject to the provisions of the first paragraph of Article 17, the agenda of every conference shall be prepared by the Committee and shall be communicated to the Council. It shall in all cases be subject to final adoption by the conference.

2. The Secretary-General of the League shall have the agenda of the conference sent to each of the Governments referred to in Article 17 at least four months before the opening of the conference.

Article 21.

Office of the President and Rules of Procedure.

1. Should the Council not have appointed the president of the conference, the latter shall itself make the appointment.

2. The Conference shall comply with the Rules of Procedure annexed to the present Statute, subject to such changes as it may decide to make therein to meet the requirements of the particular Conference.

Article 22.

Rules as to Majority.

1. The conference may not validly take a vote unless the representatives of the majority of the delegations are present.

2. Except as provided in the following paragraph, the decisions of the conference shall be taken by a simple majority of the votes cast by the delegations present.

3. The final text of conventions and recommendations drawn up by the conference shall be adopted by a majority of two-thirds of the votes cast by the delegations present.

4. Conventions the texts of which have been thus adopted shall immediately be opened for signature by such representatives as may be prepared to use their full powers.

Article 23.

Texts adopted.

The texts adopted by the conference shall, within a month after the close of the session, be communicated by the Secretary-General of the League to the Members of the Organisation and to the Governments of the States invited to the conference.

CHAPTER 2.—LIMITED CONFERENCES.

Article 24.

Constitution and Working.

1. Limited conferences, to which only the representatives of the States concerned are invited with a view to the conclusion or revision of conventions specially affecting them may be convened by the Council on the proposal of the Committee, which shall append to its proposal a list of the States that should in its opinion be invited.

2. The Secretary-General of the League shall inform all the Members of the Organisation of the convening of a limited conference at least four months before the opening thereof.

3. The provisions of Articles 18, 19, 21, 22 and 23 and of the first paragraph of Article 20 shall be applicable to limited conferences.

SECTION IV.—MISCELLANEOUS PROVISIONS.

Article 25.

Control.

Without prejudice to the permanent control exercised over the various technical organisations of the League by the Council and by the Assembly in execution of the Assembly resolution of December 8th, 1920, the Assembly, composed as stated in the second paragraph of Article 2, shall every three years exercise a special control over the activity of the Organisation for Communications and Transit. For this purpose, its agenda shall include, in addition to the election of the Members of the Organisation, each of which is to provide a member of the Committee, the consideration of :

(a) A report on the work done by the Committee since the previous election ;

(b) A report submitted by the Secretary-General of the League on the measures taken in execution of the decisions of the Assembly or of previous conferences, whether general or limited.

Article 26.

Expenses of Members of the Committee.

The expenses of the members of the Committee shall be paid out of the budget of the League under the conditions laid down by the Assembly.

Article 27.

States withdrawing from the League.

1. A State Member of the League, which, as such, is a Member of the Organisation, shall cease to be a Member of the latter if it ceases to be a Member of the League.

2. Nevertheless, with the approval of the Assembly acting in the manner provided for in paragraph 3 of Article 2, it may declare, in the course of the two years following the date of the notice of its intention to withdraw, that it will continue to be a Member of the Organisation for Communications and Transit.

Article 28.

Revision.

Except Articles 1, 2, 3 and 4, which may be modified only by the Assembly of the League, the present Statute may be amended by the Assembly, enlarged as provided in the second paragraph of Article 2, and acting by a majority of two-thirds of the delegations of the Members of the Organisation participating in the vote, such majority to include two-thirds of the Members of the League.

ANNEX.

RULES OF PROCEDURE FOR GENERAL
AND LIMITED CONFERENCES
ON COMMUNICATIONS AND TRANSIT.

Article 1.

1. Each representative at the conference shall, as soon as possible and preferably before the opening of the session, deposit his credentials with the Secretariat. A committee for the verification of credentials will be elected by the conference. This committee shall report at once. Any representative to whose admission objection has been made shall sit provisionally with the same rights as other representatives unless the conference decides otherwise.

2. If representatives are sitting, the deputies and the experts are only entitled to assist them. If the representatives are absent or if they are temporarily prevented from taking part in the deliberations of the conference, the deputies or experts on being specially nominated for this purpose may sit in their place.

3. The deputies and experts may participate in the debates of the conference, sit on the committees and be nominated rapporteurs.

4. The representatives at the conference of organisations invited under the conditions laid down in Article 19 of the Statute of the Organisation for Communications and Transit must hand in their credentials to the Secretary-General before participating in the conference.

Article 2.

Should the Council not have nominated the president of the conference, the Chairman of the Committee for Communications and Transit shall take the chair provisionally until the president has been finally elected.

Article 3.

1. The conference shall constitute its bureau before considering the draft agenda submitted to it. Failing election by acclamation, the president and members of the bureau shall be elected by secret ballot, those candidates being appointed who obtain the largest number of votes. In the case of equality, the oldest candidate shall be declared to be elected.

2. Immediately after choosing the bureau, the conference shall finally adopt its agenda.

Article 4.

1. The conference may examine any question on the agenda at plenary sittings. It may also resolve itself into a general committee for the purpose of the said examination. In such cases, all delegations represented at the conference are members of the general committee, but the decisions taken by the conference in general committee must be expressly approved at a plenary sitting before they can become acts of the conference. The conference can also refer any question either to general committees on which all delegations shall be invited to be represented or to special committees with limited membership.

2. The bureau of the conference shall set up a drafting committee, which may include experts appointed by the bureau and must also include the rapporteur and the assistant rapporteur for each question under consideration. The conference must confirm the selection of these experts. This drafting committee may change the form but not the substance of proposals made to the conference by the general committee or by another committee. It may also propose to the conference that alterations should be made in the wording of texts already adopted by the conference, should the drafting committee consider this necessary in order to co-ordinate the texts.

Article 5.

1. The president shall announce the opening, suspension and adjournment of the meetings of the conference, direct the work of the conference, ensure the observance of the provisions with regard to procedure, accord and withdraw the right to address the conference, declare the debates to be closed, put questions to the vote and announce the result of the voting.

2. In the general direction of the work of the conference, in the framing of the agenda for each meeting, and in the determination of the order of priority for its various items, the president shall be assisted by the members of the bureau.

Article 6.

1. Speeches in French shall be summarised in English, and *vice versa*, by an interpreter belonging to the Secretariat.
2. A representative speaking in another language shall provide for the translation of his speech into French or English.
3. All documents, resolutions and reports circulated by the president or the Secretariat shall be rendered in both French and English.
4. Any representative may have documents circulated in a language other than French or English, but the Secretariat is not obliged to provide for their translation or printing.

Article 7.

1. Draft resolutions, amendments and motions must be introduced in writing and handed to the president. The president shall cause copies to be distributed to the representatives.
2. As a general rule, no proposal shall be discussed or put to the vote at any meeting of the conference unless the text has been circulated to all representatives not later than the day preceding the meeting.
3. The president may, however, as an exception, permit the discussion and consideration of amendments or of motions without previous circulation of the text.

Article 8.

1. No one may address the conference without having previously obtained the permission of the president.
2. The president of the conference shall call upon speakers in the order in which they have signified their desire to speak. The chairman or rapporteur of a committee may be accorded precedence for the purpose of defending or explaining the conclusions arrived at by their committee.
3. The president of the conference may call a speaker to order if his remarks are not relevant to the subject under discussion. If necessary, he may direct the speaker to resume his seat.
4. If in the course of a discussion a representative rises to a point of order, the president shall have such point of order discussed and voted on immediately.

5. The conference may limit the time allowed to each speaker and the number of times he may intervene in the discussion.

Article 9.

1. During the discussion of any question, any delegation may always move the previous question or the adjournment. Any such motion shall have priority in the debate. In addition to the proposer of the motion, two representatives may speak, one in favour of, and one against, the motion.

2. A delegation may at any time move the closure of the debate, whether any other representative has signified his wish to speak or not. If application is made for permission to speak against the closure, it may be accorded to not more than two speakers, one in favour of the motion and one against.

3. The president shall take the sense of the conference on a motion for closure. If the conference decides in favour of the closure, the president shall declare the closure of the debate.

4. When a number of proposals are before the conference, the proposal furthest removed in substance from the principal one—*i.e.*, from the text on which the discussion commenced—shall be voted on first.

5. Parts of a proposal shall be voted on separately if a representative request that a proposal be divided. In such case, after a vote has been taken on the separate parts of the proposal, a vote shall be taken on the text as a whole.

Article 10.

1. The conference shall vote by representatives rising in their seats, except :

(a) In the case of votes on the whole of the final texts to be adopted by the conference as provided for either in Article 22 or in Article 24 of the Statute. Such votes shall always be taken by roll-call ;

(b) When a delegation requests that the vote shall be taken by roll-call.

2. Should the votes on each side be equal in number a second vote shall be taken during the next meeting. The next meeting shall be held within forty-eight hours of the date on which the first vote was taken, and the agenda of the second meeting shall make express mention of the fact that a second vote will be taken on the question which has been held over. Unless there is at this subsequent meeting a majority in favour of the proposal, it shall be considered as lost.

3. Delegations who declare that they abstain shall be regarded as taking part in the voting.

Article 11.

1. The Secretary-General of the League will render every possible assistance to the conference. He will take the necessary measures for its meetings ; he will designate members of the Secretariat to act as secretaries of the conference.

2. The Secretary-General may be assisted or replaced at the meetings of the conference by a deputy or deputies. The Secretary-General or his deputies may, at any time, on the invitation of the president, bring before the conference reports concerning any question which is being considered by the conference, and may be invited by the president to make verbal communications concerning any question under consideration.

3. The report of each meeting shall be drawn up by the Secretariat and submitted to the conference for approval by the president.

4. A list of the delegations present at each meeting of the conference shall be kept by the Secretariat. This list shall be authoritative should there be any question as to whether there is a quorum.

Article 12.

1. The public shall be admitted to the plenary meetings of the conference under the conditions laid down by the conference bureau.

2. The conference may decide that certain meetings shall be private.

3. Decisions on questions on the agenda which are taken at private meetings shall be promulgated at public meetings.

4. The conference may decide whether meetings of the general committee or of other committees shall be public or not. Should the conference have taken no decision, the general committee or the committees concerned shall themselves decide.

Article 13.

In application of paragraph 2 of Article 21 of the Statute, the present Rules of Procedure may, for the purposes of a particular conference, be amended by a majority vote of the latter, after a committee has reported on the matter.

**Extract from the Report of the Rapporteur
to the Council of the League of Nations,
adopted on January 29th, 1938
(One-hundredth Session).¹**

The texts proposed are intended to take the place of the Statute drawn up by the first General Conference on Communications and Transit, held at Barcelona in 1921, which, with certain minor amendments introduced by the third General Conference on Communications and Transit in 1927, has governed the Organisation down to the present date. The new texts are based on the decisions of the first², sixteenth³, and seventeenth⁴ Assemblies, of December 8th and 9th, 1920, September 28th, 1935, and October 10th, 1936, respectively, with due regard to the provisions of the General Regulations on Committees, adopted by the Council on January 24th, 1936.

In framing the Statute, the members of the Committee of Experts have endeavoured to provide the Organisation for Communications and Transit with a complete charter which, like its predecessor, would be self-contained, thus making it unnecessary to refer to the text of the General Regulations on Committees, in regard to which the Statute has the character of a *lex specialis*.

It is obvious, however, that the provisions of the Statute can only be applied within the framework of the provisions of Article 5, paragraph 2, of the General Regulations.⁵ Moreover, as I pointed out on October 1st, there can be no doubt that the Regulations concerning the Financial Administration of the League of Nations⁶ will be fully applicable to the Statute.

Article 7(g) of the Statute should be applied only in the case of general consultations of an exclusively technical character. Otherwise Article 5, paragraph 3, of the General Regulations should be followed.⁷

¹ See *Official Journal*, February 1938, page 111.

² See pages 28 and 29.

³ See *Official Journal*, Special Supplement No. 137, page 17, and Special Supplement No. 140, page 83.

⁴ See *Official Journal*, Special Supplement No. 153, page 18.

⁵ In accordance with this text, if the obtaining of information required for the performance of the Committee's task necessitates any outlay, the Committee must make a proposal to this effect to the Secretary-General. The Secretary-General may act on this proposal in so far as budgetary credits permit.

⁶ See document C.536.M.373.1937.X.

⁷ Article 5, paragraph 3, of the General Regulations :

“Committees may not proceed to a general consultation of Governments without the Council's approval.”

Lastly, as regards the provisions of Articles 6 (paragraph 2) and 8 of these General Regulations (method of election of the Chairman and publicity of meetings) which are not reproduced in the Statute, the Committee for Communications and Transit will no doubt reproduce them in its Rules of Procedure referred to in Article 8 of the Statute when these are drawn up.

These explanations seemed to me necessary in order to prevent any difficulty of interpretation or application, and at the same time to safeguard both the Organisation's autonomy in its technical sphere and the prerogatives of the Assembly, the Council and the Secretary-General, particularly those defined in my report, adopted by the Council on May 27th, 1937.¹ These views are shared by all my colleagues with whom I have had an opportunity of discussing the matter. I suggest, therefore, that they should the more readily commend themselves to the Council, inasmuch as in point 18, 3, of the General Regulations the Council has itself contemplated the possibility of derogations.

In conclusion, I propose that the Council adopt the following resolution :

“ The Council,

“ Having regard to the Assembly's resolution of October 10th, 1936,² empowering the Council to draw up and approve on its behalf the new Statute of the Organisation for Communications and Transit ;

“ Having taken note of the draft of that Statute and its annex and the explanatory report drawn up by the Special Committee of Experts ;³

“ Having taken note of the report of the Council Committee,⁴ which has agreed on the text of certain provisions of Article 4 of the draft Statute on which the Special Committee failed to reach unanimity and certain provisions of Article 5 which required modification in the light of the new text of Article 4 :

“ Adopts the conclusions of its Rapporteur ;

“ Approves, in view of the aforesaid resolution of the Assembly, the new Statute of the Organisation for Communications and Transit and the Rules of Procedure for General and Limited Conferences on Communications and Transit thereto annexed, these texts to come into force as from to-day ;

“ Requests the Assembly, at its ordinary session in 1938, to proceed to the elections provided for in Article 4 of the Statute, so as to enable the Council to nominate the members of the Committee for Communications and Transit at a subsequent session, and if possible at its session in January 1939 ;

¹ See extract from this report, page 31.

² See *Official Journal*, Special Supplement No. 153, page 18.

³ See *Official Journal*, December 1937, page 1288.

⁴ See *Official Journal*, February 1938, page 216.

“ Draws the attention of Governments to the fact that the Assembly at its next ordinary session and those which will be held at the end of each three-year period, as from 1938, will be required to discharge the functions hitherto performed by the ordinary General Conferences of the Organisation for Communications and Transit, and expresses the hope that the delegations at such sessions will include members specially qualified to deal with the questions falling within the Organisation's competence. ”

Resolution adopted by the Assembly at its First Session, December 8th, 1920.

RELATIONS BETWEEN TECHNICAL ORGANISATIONS, THE COUNCIL AND THE ASSEMBLY.

With a view to defining the relations between the Technical Organisations of the League of Nations and the Council and the Assembly of the League, the Assembly, after having noted the resolution of the Council of the League of Nations dated May 19th, 1920, submitted to it by the Council, adopts the following resolution. The resolution will be forwarded to the secretariats of all Technical Organisations, and those secretariats must in all cases be administered by the Secretary-General of the League.

The Technical Organisations of the League now in process of formation are established for the purpose of facilitating the task of the Assembly and the Council by the setting-up of technical sections on the one hand, and on the other to assist Members of the League, by establishing direct contact between their technical representatives in the various spheres, to fulfil their international duties.

With this double object, they must keep enough independence and flexibility to make them effectively useful for the Members of the League, and yet they must remain under the control of the responsible organisations which conduct the general business of the League, with a view to verifying whether the proposals are in conformity with the principles and spirit of the Covenant in accordance with Articles 19 and 20.

The two following principles will serve as a guide :

The interior working of the various organisations should be independent.

They will prepare their own agenda and communicate it to the Council of the League before discussion thereon takes place.

In exceptional cases in which it is necessary to add to the agenda during the progress of a Conference of a Technical Organisation, and time does not admit of the communication of the additional item to the Council, any decision arrived at thereon shall be provisional only until the Council has had an opportunity of exercising its control.

Their relations with the Members of the League should be under control.

Before any communication of the results or proposals of the Technical Organisations is made to the Members, and before any action concerning a Member is taken, the Council of the League must be immediately informed, in order that it may be able to exercise its power of control, if necessary. In this case, the Council may decide that the communication or action in question shall be postponed and request the Technical Organisation concerned either to withdraw the question from its agenda or to submit it to further consideration.

The Technical Organisation may, however, request that the decision taken by the Council shall be discussed at the next meeting of the Assembly.

The Assembly of the League should be informed of all questions dealt with in the interval between its meetings by the Council in the exercise of its power of control defined above. It may either be informed of such questions by the Council on its own initiative or on the proposal of any one of its Members, or at the request of one of the Technical Organisations of the League.

Resolution adopted by the Assembly at its First Session, December 9th, 1920.

I. The Members of the League of Nations are hereby invited to send special representatives to a General Conference on Freedom of Communications and Transit to meet at Barcelona as soon as possible after the meeting of the Assembly. This Conference shall be invited to :

(1) Draw up, under conditions laid down in the resolution regarding the relations between the Technical Organisations and the Council and the Assembly of the League of Nations, the measures which may be taken by the Members of the League in fulfilment of that part of Article 23(*e*) of the Covenant which concerns freedom of communications and transit, as well as the General Conventions on the international regime of transit, of ports, of waterways and of railways, referred to in Articles 338 and 379 of the Treaty of Versailles.

(2) Determine under the same conditions whether the measures which it elaborates shall take the form of draft conventions to be ratified by the Members of the League, or of "recommendations" to the various Governments, or of draft resolutions, to be adopted by the Assembly of the League.

(3) Regulate its own procedure, and make suitable arrangements for any subsequent meetings which may be called by the Council by means of special rules and regulations to be adopted by two-thirds of the representatives of the Members of the League.

(4) Hold its subsequent meetings convened by the Council of the League of Nations at Geneva, unless the Council of the League decides otherwise for special and exceptional reasons.

II. The Conference shall likewise be invited to organise an Advisory and Technical Committee, the headquarters of which shall be at Geneva. This Committee shall be a consultative and technical body, to consider and propose measures calculated to ensure freedom of communications and transit at all times, and to assist the Council and Assembly of the League in discharging the functions entrusted to the League by Article 24 of the Covenant, and by Articles 342, 377 and 378 of the Treaty of Versailles, and the corresponding articles in the other Treaties.

The Committee may arrange for any future conference and prepare its agenda ; it will exchange all requisite information concerning communications and transit with the appropriate technical Ministries of the Members of the League ; it will be entrusted with the investigation of any disputes which may be referred to the League under Articles 336, 376 and 386 of the Treaty of Versailles, and corresponding articles in the other Treaties of Peace, and will endeavour to adjust such disputes whenever possible by conciliation between the parties ; in the event of such disputes being brought before the Permanent Court of International Justice, the Committee may be called upon to assist the Court.

The Committee will be composed of members appointed by the Members of the League represented permanently on the Council, one representative for each of those Members, together with members to be appointed as determined by the Conference, taking into account as far as possible technical interests and geographical representation. The total number of members of the Committee shall not exceed one-third of the Members of the League of Nations.

III. The Secretary-General of the League of Nations will render every possible assistance to the General Conference and to the Com-

mittee; he will, with the assistance of the existing Committee of Enquiry on Freedom of Communications and Transit, take the necessary measures for the meetings of the Conference, and he will designate Members of the International Secretariat to act as Secretaries of the Conference and of the Advisory and Technical Committee.

IV. The general expenses of the Conference and of the Committee, and the travelling and subsistence allowance of the Members of the Committee only, shall be defrayed out of the general funds of the League.

**Extract from the Report of the Rapporteur to the Council
of the League of Nations, adopted on May 27th, 1937
(Ninety-seventh Session).¹**

4. Now that the task of reform undertaken by the Council, in connection with the constitution, procedure and practice of Committees of the League of Nations, is practically completed, I would like to remind the Council of certain principles which lie at the very foundation of the organisation of the League Committees. For this purpose, I would like to quote a few extracts from the very able report² presented to the Assembly in December 1920 by M. Gabriel Hanotaux, and adopted by it :

“ Whether the question be one of political economy, finance, transport or hygiene, quite apart from other matters which will at one time or another be submitted to the supreme authority of the League of Nations, the immediate establishment of special organisations is imperative ; it is on these lines that a start must be made.

“ In order to work efficiently, these organisations, in which the most eminent specialists of the various countries would be called upon to take part, cannot be placed in a position of dependency which would deprive them of all initiative ; but on the other hand, it is a matter of the greatest importance for the League of Nations that this new machinery should fit in with the main machinery of the League.

“ The technical organisations . . . must keep enough independence and flexibility to make them effectively useful to the Members of the League, and yet they must remain under the control of the responsible organisations which conduct the general business of the League, with a view to verifying whether the proposals are in conformity with the principles and spirit of the Covenant . . . ”

¹ See *Official Journal*, May-June 1937, page 298.

² See Records of the First Assembly, plenary meetings, page 337.

The following two principles will serve as guides; (a) the interior working of the various organisations should be independent; (b) their relations with the Members of the League should be under control.

The report adopted by the Assembly laid it down that such control should be exercised by the Council and the Assembly.

The independence of the organisations is not of an administrative and financial character, since the means of action available to them are wholly under the authority of the Secretary-General. It is clear that the independence referred to is that relating to technical discussion—the control of relations with States Members being retained by the Council, and the Assembly preserving a check on activities through its budgetary powers. While the Council and Assembly therefore play a cardinal part, the importance of the rôle of the Secretary-General must not be forgotten.

For this reason, I am prompted to quote extracts from another report: M. Noblemaire's report, adopted by the Assembly in 1921¹. The duties of the Secretary-General are there defined in the following terms :

“ Close personal contact with the Assembly and with the members of the committees and conferences meeting under the auspices of the League. These meetings are, of course, the very life of the League. Without them the Secretariat would be a mere engine without impulse, threshing chaff in the void. The primary duty of the Secretary-General as representative of the Secretariat is, therefore, to centralise and co-ordinate its efforts, to keep all the Committees and conferences in mind of the general policy of the League, and thus help them to arrive at decisions which are in harmony with the lofty aims of which the League is the conscious expression. ”

The rôle of the Secretary-General in financial matters is defined in paragraph (3) of Article 7 of the Regulations for the Financial Administration of the League of Nations :²

“ 3. The Secretary-General, acting in consultation with the Advisory Committee of the organisation (if any), shall be responsible for estimating the financial requirements of the non-autonomous organisations and for submitting such estimates. He shall likewise be responsible for the expenditure of all funds voted for these organisations, and for the appropriation of such expenditure to the proper items of the budget. ”

I have thought it useful to recall these principles, which appear to me well designed to guide the Council in the matter of the exact functions falling to each of the organisations of the League in the conduct of the work of Committees.

¹ See Records of the Second Assembly, plenary meetings, page 595.

² See document C.536.M.373.1937.X.

Geneva, June 4th, 1938.

LEAGUE OF NATIONS

**ORGANISATION FOR COMMUNICATIONS
AND TRANSIT**

COMMITTEE ON ROAD TRAFFIC

REPORT ON THE TWELFTH SESSION OF THE COMMITTEE¹

Held at Geneva from April 25th to 30th, 1938.

Present :

M. NORDBERG (*Chairman*);
Mr. BIRTEHNELL;
Prince GHICA;
M. ROTHMUND;

M. ROUBIK;
M. VALSINGER;
M. WALCKENAER.

The following also attended the session :

For the International Labour Office:

M. D. VAAGE, Chief of the Safety Service.

For the International Tourist Alliance:

M. Paul DUCHAINE, Secretary-General.

For the International Association of Recognised Automobile Clubs and for the Central Council of International Touring:

Colonel G. PÉRON, Secretary-General of the I.A.R.A.C.

For the International Chamber of Commerce:

M. L. DELANNEY, Head of the Transport and Communications Section.

Secretariat:

Mme. LEHMANN, Secretary of the Committee on Road Traffic.

TRIBUTE TO THE MEMORY OF M. PIERRE-HENRY WATIER.

The CHAIRMAN paid a moving tribute to the memory of M. Pierre-Henry Watier, Secretary-General of the Communications and Transit Organisation, who died on August 20th, 1937, in the performance of his duties.

In honour of his memory, the COMMITTEE *observed one minute's silence.*

* * *

¹ The Committee is composed as follows :

M. M. NORDBERG, Consul-General and Commercial Attaché of Finland in Paris (*Chairman*);
Mr. C. A. BIRTEHNELL, Assistant Secretary, Roads Department, Ministry of Transport of the United Kingdom;
Prince Pierre AL. GHICA, Permanent Delegate of the Royal Ministry for Foreign Affairs of Roumania to the Central Council of International Touring;
Dr. H. ROTHMUND, Chief of the Police Division of the Swiss Federal Department of Justice and Police;
M. V. ROUBIK, Engineer, ex-Minister, ex-Director of the Czechoslovak Ministry of Public Works;
M. J. N. URGORTI, Civil Engineer (Spain);
M. P. A. VALSINGER, Head of the Roads Section and Deputy Director-General of the Royal Swedish Department of Roads and Bridges;
M. C. WALCKENAER, former Inspector-General of Mines at the French Ministry of Public Works.

This report is divided into two main parts : one relates to the revision of the International Conventions of 1926 and 1931 relating to motor traffic and road traffic and road signalling, and the other to questions concerning the safety of pedestrians and cyclists.

On the first of these questions, the CHAIRMAN recalled the mandate conferred on the Committee by the Committee for Communications and Transit to the following effect :

“ The Advisory and Technical Committee requests its Permanent Committee to consider the expediency of revising the International Conventions of 1926 on Motor Traffic and Road Traffic and the Convention of March 30th, 1931, on the Unification of Road Signals, and, if necessary, of regrouping the provisions contained in them with a view to obtaining a more systematic whole, and to report in due course to the Committee.

“ In the course of this enquiry, the Permanent Committee will consider the suggestions communicated to it by the International Transport Workers' Federation, and reproduced, together with the Committee's observations, in Chapter X of its report on its eleventh session, under points A 1, C 2, 5 and 6.”

The COMMITTEE *took cognisance* of a communication from the Polish Government (Annex 1) on certain questions on the agenda.

Considerable attention is devoted in this report to the information supplied by the Secretariat with regard to the regulations of the different countries, particularly Germany and Italy, which were not represented on the Committee (Annexes 2 and 3).

The Committee compared the provisions of the existing Conventions mentioned above with the text of the amendments proposed by the International Association of Recognised Automobile Clubs (I.A.R.A.C.) (Annex 4), which it examined carefully when dealing with the corresponding articles of the Conventions.

With regard to the safety of pedestrians and cyclists, it listened with great interest to two excellent reports by M. Rothmund and M. Valsinger (see Annexes 5 and 6). Furthermore, the Committee examined some of the suggestions communicated by the International Transport Workers' Federation (document C.322.M.217.1937.VIII, Chapter X, items A 1, C 2, 5 and 6).

The present report does not contain any definite conclusions on the different points examined, expressed in the form of a new draft international convention. It merely embodies the results of a preliminary exchange of views which should serve as a starting-point for a more detailed study. The COMMITTEE *thinks that this study should be made by a small committee* to be appointed for the purpose by the Committee for Communications and Transit. *The composition of that committee would be decided in agreement with the Chairman of the Committee on Road Traffic.*

The Committee left open the very important question of the advisability of grouping in one single international convention the provisions now contained in several Conventions concerning motor traffic, road traffic, and road signalling, and in the draft Convention concerning signals at level-crossings.¹ The question, it feels, should be considered in the light of the probability of securing the accession of various countries, rather than of theoretical considerations.

I. REVISION OF THE INTERNATIONAL CONVENTION OF APRIL 24TH, 1926, RELATIVE TO MOTOR TRAFFIC.

Article 1.

This article will require redrafting to bring it into line with the general body of provisions adopted.

Article 2.

It would appear that this article can remain unchanged.

Article 3.

The first paragraph should be retained unchanged.

Sub-paragraph I (a) should also be retained unchanged.

Sub-paragraph I (b) seems to require revision to bring it more into line with the present stage of technical development.

In the first place *it was agreed*, on the proposal of M. WALCKENAER, *that the words used to describe the different parts of the braking system should conform to the general definitions envisaged at the twentieth International Congress of the Technical Committee ISA 22, held at Amsterdam in January 1938 (see Cahier ISA 22, 20, Amsterdam 1938, published by the International Bureau for the Standardisation of Motor Construction (BINA)).* In particular, the various parts used for braking a vehicle should be known as the “braking system”, this consisting of the braking mechanisms, each comprising the means of operation, transmission, brakes and braked surfaces. The word “mechanism” proposed above has a slightly different meaning from the word “system” used in the 1926 Convention, inasmuch as two separate mechanisms may nevertheless form part of one and the same system.

¹ See the text of the draft prepared by the Special Committee of the Communications and Transit Organisation.

For the future consideration of this question, the COMMITTEE *draws attention* to the proposals made to the International Congress of the Technical Committee, ISA 22, and to the extract (Annex 7) from a letter sent by the Chief Engineer of Mines, Paris, to M. Walckenaer.

Special provisions relating to the braking of trailers should be included in the draft Convention to be drawn up.

I (c). — It has been proposed that the weight should be increased to 450 kilogrammes, and the COMMITTEE *would accept this proposal.*

The French term "*mouvement de recul*" might with advantage be replaced by the expression "*marche arrière*".

I (d). — This sub-paragraph stipulates that when the combined weight of the empty motor-vehicle and the weight of the maximum load which it is officially declared to be capable of carrying exceeds 3,500 kilogrammes, a special mechanism such as can prevent, in all circumstances, the vehicle from running backwards must be provided. The COMMITTEE *considers* that this provision should stand.

The reflecting mirror, which, under the 1926 Convention, is compulsory only for this class of motor-vehicle, should, in the Committee's opinion, be adopted for all classes of motor-vehicle.

The I.A.R.A.C. also proposed that heavy vehicles should be compulsorily equipped with a sound-amplifying device, enabling the driver to hear the warning devices of road-users wishing to overtake him. Such a provision has been enforced in France, but it does not seem certain that all the systems employed are satisfactory, and this important question raises a technical problem which needs to be studied before a proposal for the international adoption of a sound-amplifying device can be made.

The list of devices with which all motor-vehicles must be equipped should be supplemented by the following :

I (e) (*New*). — With the exception of motor-cycles (two- or three-wheeled), every motor-driven vehicle should be fitted with a system giving warning of change of direction, consisting of mechanical devices protruding on each side beyond the coach-work and the load, and visible both by day and by night. These devices, operated by the driver from his seat before he begins to change his direction, should be suitable for warning the drivers of other vehicles, pedestrians and traffic police alike.

These direction-changing devices were recommended by the Committee at its 1933 session, in any case for closed vehicles and lorries, but the COMMITTEE *considers* that the time has now come for them to be brought into general use and to be made compulsory for all motor-driven vehicles other than motor-cycles (two- or three-wheeled).

I (f) (*New*). — Every motor-vehicle, with the exception of motor-cycles (two- or three-wheeled), should be fitted at the rear with a red or amber-coloured light which will light up automatically as soon as braking begins.

I (g) (*New*). — The windows, and particularly the windscreens and the glass of interior partitions, should be made of safety glass.

I (h) (*New*). — Windscreens should be fitted with automatic wipers.

I (i) (*New*). — Every motor-vehicle, including motor-cycles (two- or three-wheeled), should be equipped with a reflecting mirror, placed so as to enable the driver clearly to perceive from his seat any vehicle likely to overtake him.

The four sub-paragraphs following point I (d) of the text of the Convention should be left unchanged, except as regards the second paragraph, beginning with the words : "The machinery must be . . ."; the last sentence in this paragraph should read as follows : "The motor-vehicle should have its exhaust fitted with an absolutely efficient silencer". The COMMITTEE *considers* that this device should be made compulsory, even in the case of motor-cycles (two- or three-wheeled).

II. — The COMMITTEE *proposes* that this paragraph be replaced by the following text, suggested by the I.A.R.A.C. :

"The motor-vehicle must carry :

" 1. The registration number clearly and permanently affixed in the front and at the rear of the vehicle. The registration number affixed at the rear shall be lighted in such a way as to be legible in the dark at a distance of 25 metres.¹

" The lighting system shall be so arranged that the lighting of the registration number cannot be extinguished before the front and rear lights of the vehicle.

" In the case of a motor-vehicle followed by a trailer, the registration number is placed at the rear of the trailer, and the regulation regarding the lighting of this mark applies to the trailer.

" 2. (a) In an easily accessible position and in a form easily legible : the name of the maker of the chassis.

¹ The rear light, or, where there are two rear lights, one of them, may be used for this purpose.

“(b) On the right side of the chassis, near the engine : the chassis number, which must be sunk or embossed in the metal, or riveted thereto.

“(c) On the right side of the engine, in such a way as to be easily legible when the bonnet is raised on that side : the engine number, sunk or embossed in the metal of the motor unit, or riveted thereto.”

III. — The COMMITTEE considers that the text of paragraph III might with advantage be worded as follows :

“Every motor-vehicle must be fitted with at least one sound-signalling device of sufficient strength.”

IV. — The COMMITTEE considers that paragraph IV should be worded as follows :

“Every motor-vehicle travelling alone must, during the night and from sunset, be fitted in front with at least two white lights placed one on the right and the other on the left, and, at the rear, with at least one red light.

“For motor-bicycles unaccompanied by a sidecar, the number of lights in front may be reduced to one.

“The foregoing conditions are also applicable to vehicles standing on the public highway. Nevertheless, in built-up areas where there is public lighting, the lighting of vehicles at a standstill may be reduced when the vehicle bears on the right and left sides auxiliary devices known as ‘ parking lights ’, showing a white light in front and a red light in the rear. The parking light on the offside must be kept on during the whole of the time the vehicle is at a standstill.”

V. — It would appear that this paragraph can stand, provided the word “ devices ” is replaced by the word “ headlights ”, which has been universally adopted. The restriction would be worded as follows : “ unless the white lights prescribed above already fulfil this condition ”.

VI. — The present text should be supplemented by the following :

“ If, by rapidly lighting and extinguishing his headlights in turn, the driver of a motor-vehicle shows that he is dazzled, the driver of the vehicle whose headlights are dazzling him must at once dim them.”

VII. — For the sake of accuracy, the following text would be preferable :

“ Motor-vehicles drawing one or more trailers shall be subject to the same regulations as separate motor-vehicles so far as the front lighting is concerned ; the rear red light or lights are to be carried at the rear of the trailer.”

Paragraph VII should also be followed by the following paragraphs :

“ In the case of a string of vehicles coupled to one another, or of a road train, the foregoing provisions shall apply to the first vehicle as regards the front lights and to the last vehicle as regards the rear lighting. In addition, the string of vehicles or road train shall carry, every ten metres, a light showing white in front and red in the rear and affixed to one of the vehicles on the offside.

“ Every motor-vehicle drawing one or more trailers must bear a special signal consisting of a yellow triangle in a blue rectangle. This signal must be illuminated at night ; it must be clearly visible, and must as far as possible be placed symmetrically in relation to the axis of the vehicle.”

VIII. — This paragraph could apparently be left unchanged.

New Paragraph. — The COMMITTEE considers that a new paragraph should be inserted here relating to the upkeep of vehicles, particularly the steering and braking apparatus, lighting devices, etc. At its eleventh session, the Committee expressed the opinion that vehicles used for the public transport of passengers and heavy cumbrous lorries should be subject to periodical inspection. It is of course desirable that all motor-vehicles should be periodically inspected, as is already required once or twice yearly in some States of the United States of America. *Investigation should be continued* with a view to ascertaining what provisions on the matter could be inserted in an international convention.

New Paragraph (Use of Devices). — This paragraph should contain the provisions regarding the use of the devices which must be fitted to motor-vehicles. In the COMMITTEE'S opinion, a clause concerning the formal prohibition in any circumstances of the use of an open exhaust on a public highway should be included.

Article 4.

If this system is simply to be maintained, only the two following slight changes need be made in this article :

- (i) In the first paragraph, omit the words " or is able to fulfil them ";
- (ii) In the last paragraph, read : " The right to use the international certificate may, however, be refused or withdrawn if it is clear that the conditions laid down in Article 3 are no longer being fulfilled."

With a view to facilitating international traffic and the international recognition of the national certificate for motor-vehicles, the Committee, at its eleventh session, recommended the adoption of a uniform model for this document, uniformity applying to the external aspect, maximum and minimum dimensions, colour and inscriptions on the outside and inside of the first page of the cover. Some States have concluded bilateral agreements with a view to the mutual recognition of national travelling documents.

A further study should be made of the possibility of substituting for international traffic requirements the national motor-vehicle documents for the international certificates provided for under the 1926 Convention, with a view to finding a solution on these lines.

Article 5.

In order to obviate divergent provisions — some of them unsatisfactory — which have in some cases been introduced in practice, the COMMITTEE *considers that the stipulations relating to the distinguishing mark should be made more precise, Article 5 being worded as follows :*

" Every motor-vehicle, to receive international authorisation to travel on a road to which the public have access, must carry, in a visible position in the rear, a distinguishing mark consisting of from one to three letters written on a special plate.

" For the purposes of the present Convention, the distinguishing mark shall correspond either to a State or to a territory which constitutes a distinct unit from the point of view of the registration of motor-vehicles.

" The dimensions and colour of this distinguishing mark, the letters, their dimensions and their colour, are given in a table annexed to the present Convention.

" The plate must be placed vertically and must be separate from the registration plate. It must be sufficiently well lighted to be legible at a distance of 25 metres¹ during the night, after sunset and in case of fog.

" The distinguishing mark, as defined above, shall alone be recognised as indicating the nationality or the territory.

" In the case of a vehicle followed by a trailer, the distinguishing mark must be repeated behind the trailer and lighted as stated above."

Article 6.

The text of the 1926 Convention should be retained, except that, in the case of drivers of heavy lorries and public transport vehicles, the lower age-limit should be raised to 21.

Article 7.

As regards this article, which relates to driving-permits, the Committee's views are identical with those already expressed by it in connection with the certificate for motor-vehicles. The Committee has already made proposals on the matter at its eleventh session, to which it ventures to refer.

It is highly desirable that driving-permits issued by the authorities of a contracting State, or by an association authorised by them with the countersignature of the authority, should entitle the holder in all other States to drive motor-vehicles coming within one of the categories for which they have been issued, and should be recognised as valid in all the contracting States if they are recognised by the State in which they were issued.

To this end, it is necessary that the outside and inside of the front page of the cover of national driving-permits should conform to the proposed model.

Article 8.

The first paragraph should read as follows :

" The driver of a motor-vehicle travelling in a country is bound to conform to the traffic laws and regulations which are in force in that country."

Article 9.

The present Article 9 should be superseded by an article to the effect that each of the contracting States undertakes to see that no sign shall be placed along the roads which would be at variance with the signalling systems defined in the International Convention of April 24th, 1926, relative to Motor Traffic, in the International Convention of March 30th, 1931, concerning the Unification of Road Signals, and in the convention now in preparation concerning signals at level-crossings.

The COMMITTEE *considered* the proposal made by M. Silvain Dreyfus at the twentieth session of the Communications and Transit Committee², but it *believes that there is no need*

¹ The rear light, or, where there are two rear lights, one of them, may be used for this purpose.

² Document C.380.M.256.1937.VIII, page 18.

to change the provisions of existing Conventions regarding the distance between signs and the dangers to which they refer.

Article 10.

Throughout this article, the word "international" should be deleted in the event of national certificates and national driving-permits being substituted for international motor-traffic documents.

II. REVISION OF THE INTERNATIONAL CONVENTION OF APRIL 24TH, 1926,
RELATING TO ROAD TRAFFIC.

New Article.

The articles of the Convention might be preceded by a statement of the general principle that every road-user should behave in such a manner as not to constitute a danger to traffic and to avoid causing any possible danger or hindrance to others.

Driving of Vehicles and Pack, Draught or Saddle Animals.

Article 2.

Some such clauses as the following should be added to Article 2:

"Convoys of animals or strings of animal-drawn vehicles shall, where necessary, be broken up into sections of moderate length, separated by spaces sufficient for the convenience of traffic."

"Herds, flocks and caravans shall be accompanied by enough drivers to keep the road clear for traffic in case of need."

Article 3.

This article might be left as it stands.

Direction of Traffic.

Article 4.

The same remark applies.

Passing and Overtaking.

Article 5.

No change is required in Article 5 except the substitution of the words "in no case" for the word "not" in the sentence reading: "Vehicles or animals may not be overtaken if it is impossible to see sufficiently clear ahead". This sentence should accordingly begin: "Vehicles or animals may in no case be overtaken . . ."

Fork- and Cross-roads.

Article 6.

For the sake of clearness, this article should be worded as follows:

"Every driver approaching fork- or cross-roads or a level-crossing must take all necessary precautions. In countries where priority of passage is the practice, every driver shall at fork- or cross-roads be bound to yield right of way to another driver coming from his right in countries in which traffic keeps to the right, or from his left where traffic keeps to the left.

"As an exception to the rule laid down in the previous paragraph, any driver approaching a highway on a road bearing the special sign indicating that he must yield right of way to traffic passing along the highway upon which he is about to enter, must slow down or stop and enter the highway with increased caution."

Load to be carried by Vehicles.

New Article.

After Article 6, a new article or articles should be interpolated to the effect that the legal number of passengers in public passenger transport vehicles, and the legal load for commercial goods transport vehicles, may not be exceeded. It should also be forbidden to stow goods in such a way as to endanger the balance of the load or to hinder traffic on the road.

These new provisions would meet the wishes expressed by the International Transport Workers' Federation (see document C.322.M.217.1937.VIII, page 5, — X. C. 6).

Stopping and Wailing.

New Article.

There should be a new article to the following effect :

“ When vehicles or animals are at a standstill on the highway, they must be drawn up on the verge of the road. Drivers must not leave vehicles or animals standing without taking all necessary precautions against accident. Vehicles or animals must not be left standing near fork- or cross-roads, on a bend, or near the top of a hill.”

Speed.

New Article.

There should be a new article to the following effect :

“ Every driver of any kind of vehicle must at all times be in a position to control its speed. He must slow down or stop whenever circumstances so require, especially when visibility is poor.”

Lights.

Article 7.

To bring it into line with modern traffic requirements, *this article should be amended and completed as follows :*

“ From nightfall and during the night, every vehicle proceeding singly must show at least one white light in front. It must show a red light in the rear, operated either by means of a separate mechanism from that which operates the white front light, or by means of the same mechanism when the vehicle is small enough and is adapted to such an arrangement.

“ The lights mentioned above must be placed on the off side of the vehicle.”

No change need be made in the last paragraph, reading :

“ Convoys or trains of vehicles on the road shall be lighted in accordance with the regulations of the country.”

Further, the following paragraph should be added :

“ If the load protrudes at the rear, its end must be indicated by a clearly discernible flag, and from nightfall and during the night by a red lamp.”

The question whether exceptions might be made for agricultural vehicles will have to be discussed at a later stage.

Article 8.

This article should be worded as follows :

“ From nightfall and during the night, every cycle should carry two lights — a white light in front and a red light in the rear.

“ Cycles must also be made visible from the rear by painting the mudguard or an equivalent surface white, unless they are equipped with a bright metal mudguard reflecting light. It is likewise desirable that the rear of the cycle should be fitted with a red disc acting as a reflector.”

Special Provisions concerning Cyclists.

New Article.

To ensure the safety of traffic in general, the following provisions *should be added here :*

“ Cyclists must use existing cycle tracks ; on roads without cycle tracks, cyclists must keep near the edge of the road on the side used by vehicles travelling in the same direction.

“ Cyclists must never ride more than two abreast. They must ride in single file whenever circumstances so require, so as never to endanger or impede the traffic.

“ Cyclists are strictly forbidden to allow themselves to be towed by a vehicle.

“ Every cycle must be equipped with at least one brake.

“ It should be fitted with a sound-warning apparatus consisting of an ordinary bell or spring-bell which can be heard at a sufficient distance.”

Pedestrians.

The following special provisions *should be adopted* for pedestrians :

“ 1. Pedestrians must use the pavements or other paths specially reserved for them, where such exist.

“ Where there are no special paths, they must walk as far as possible on one side of the public highway.

“ 2. Without prejudice to the precautions which they must take before entering the part of a public road used by vehicles and animals, pedestrians must make way for the passage of vehicles and draught, pack or saddle animals. When crossing the public highway, they must proceed in a direction at right angles to the road.

“ Pedestrians must use the crossings marked on the road or specially indicated or controlled by a police officer.

“ 3. Without prejudice to the foregoing regulations, when pedestrians move in a body at night on the part of the public highway used by vehicles or animals, the rear of the group must be indicated by a lighted lantern.”

Apart from the foregoing proposals relating to pedestrians, the COMMITTEE, noting that side-gates at certain railway level-crossings provided with barriers, which can be freely used at all times by pedestrians, have led to a large number of accidents, *considers* that the provision of such side-gates should unhesitatingly be abandoned altogether and existing gates done away with as soon as possible.

Observance of Laws and Regulations.

The COMMITTEE *considers* that the following general provisions would be of great value :

“ Every user of the public highway travelling in a country is bound to conform to the laws and regulations which are in force in that country regarding traffic rules.

“ He is bound to conform to the indications shown by signs placed on the public highways, to obey the signals of the traffic police, and, at the latter's request, to produce his traffic documents.”

The COMMITTEE *considers* it of great importance, from the point of view of the safety and orderliness of traffic in general, that all States should introduce and organise in schools compulsory instruction in traffic rules, road-signalling provisions and the meaning of such signals.

III. ACTION TAKEN ON CERTAIN DECISIONS REACHED BY THE
COMMITTEE AT ITS LAST SESSION.

1. *Unification of the Direction of Road Traffic.*

At its eleventh session, the Committee recommended that States in whose territory traffic still kept to the left should, when renewing transport material, take the necessary preparatory steps in order that the direction of traffic might be changed with the minimum of expense when the time came. This recommendation was to be brought to the knowledge of the Governments concerned. The Secretary-General of the League of Nations considered, however, that, in view of its financial consequences in particular, this recommendation was too wide in scope to be transmitted to Governments until it had first been approved by the Council.

The Committee for Communications and Transit also instructed the Road Traffic Committee to extend its enquiries regarding the unification of the direction of road traffic to non-European countries. In view of the Transit Committee's decision, the Secretariat considered it preferable to postpone the transmission of the recommendation concerning the renewal of transport material until the general enquiry was more advanced.

The Secretary of the Committee asked whether a questionnaire relating to the direction of road traffic should be sent to non-European States, and, if so, what it should contain. The COMMITTEE *thought a questionnaire should be sent to those States* requesting them to indicate the direction of the traffic in their territory and to say whether that direction had been changed in course of time, and, if so, for what reasons, and lastly, whether they proposed to change it.

Agreed.

2. *Cycle Tracks.*

At its eleventh session, the Committee considered that the construction of special tracks for cyclists was eminently desirable, and the Committee for Communications and Transit requested the Secretary-General of the League to communicate this opinion to Governments, with the request that they should give favourable consideration to the question of the construction of such tracks. The Secretary-General thought that the scope of this recommendation was likewise too wide for it to be transmitted to Governments without previous approval by the Council.

In these circumstances, the COMMITTEE *considers that the recommendation in question, which bears on the provisions relating to cyclists, might be studied by the small Committee* in connection with the revision of the 1926 Convention relating to Road Traffic.

3. *New Signs regarding Prohibition of Overtaking and Prohibition of Use of Sound Signals, and Advisability of showing that a Prohibition has ceased to apply.*

At its eleventh session, the Committee considered that the advisability of showing that a prohibition had ceased to apply required additional study. The question arises with reference, not only to the two new signs mentioned above, but also to the speed-limit sign and place signs considered as marking the beginning of built-up areas.

As regards the sign prohibiting overtaking, the COMMITTEE considers that the question can be settled if the distance for which the prohibition applies is mentioned on the sign.

The sign prohibiting the use of sound signals does not appear to have met with the approval of all Governments. In these circumstances, the question of the means to be employed to indicate that the sign has ceased to apply must be provisionally postponed.

This is also the case in regard to the sign to show that the speed-limit has ceased to apply.

The question of the means of showing that the sign marking the beginning of a built-up area has ceased to apply calls for further study, and will be placed on the agenda at a later stage.

4. *“Overtaking prohibited” and “Use of Sound Signals prohibited” Signs.*

Since the Committee's last session, the Hungarian Government has signified its approval of these two signs and expressed its willingness to make use of them whenever traffic requirements render this necessary (Annex 8).

The COMMITTEE took note of this reply.

5. *“Waiting prohibited” or “Parking prohibited” Signs.*

The enquiry on this matter is not yet completed, as the time-limit within which the Secretary-General of the League requested Governments to send in their observations on the Committee's recommendation has not expired. The Secretariat considered it advisable, however, to communicate to the Committee the replies it has already received (Annex 9).

The COMMITTEE took note of this communication.

6. *Simplification of Travelling Documents.*

This also applies to the time-limit allowed to Governments for the communication of their observations on the recommendation relating to this question. Nevertheless, certain replies have already reached the Secretariat (Annex 10).

The COMMITTEE took cognisance of the contents of these replies.

7. *Unification of Statistics relating to Road Traffic Accidents.*

The COMMITTEE took note of the observations already received from Governments on its report on the Unification of Statistics relating to Road Traffic Accidents (Annex 11). The time-limit for the communication of observations on this matter will not expire until December 31st, 1940; so far, only five replies have reached the Secretariat.

The COMMITTEE was gratified to note that the replies were almost entirely favourable.

The Secretary also said that, in accordance with the decision taken by the Committee at its last session, a communication had been sent to the Secretary-General of the Permanent International Association of Road Congresses, requesting him to draw the attention of the Government delegations to the forthcoming Road Congress to be held at The Hague in June 1938 to the necessity of avoiding duplication of the work of the Road Congress and that of the Communications and Transit Committee in regard to the unification of statistics relating to road traffic accidents. At the request of the Secretary-General of the Association, the report of the Committee on the Unification of Statistics relating to Road Traffic Accidents has been communicated to Dr. J. J. Hanrath, General Rapporteur, who is responsible for summarising the various reports on the matter and proposing conclusions to the Congress.

The COMMITTEE took cognisance of this communication.

IV. COMMUNICATIONS BY THE SECRETARIAT.

Instruments adopted by the European Conference on Road Traffic: Position as regards Signatures, Ratifications and Accessions.

The COMMITTEE took note of Sweden's accession on February 25th, 1938, to the Convention on the Unification of Road Signals and of the communication received on November 6th, 1937, in which the Government of His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, informed the Secretary-General of the League of Nations that they had extended the application of the Convention on the Taxation of Foreign Motor-vehicles to certain British territories overseas.¹

¹ Viz. : Straits Settlements, Federated Malay States (Perak, Selangor, Negri Sembilan, Pahang), Unfederated Malay States (Johore, Kedah, Kelantan, Trengganu, Perlis).

* * *

ADDITIONAL NOTE.

I. *Revision of the International Convention of April 24th, 1926, relative to Motor Traffic.*

Ad Article 3, Paragraph I (b) (Special Provisions relating to the Braking of Trailers).

The COMMITTEE referred this question to the small Committee. Proposals on the matter have been made by the I.A.R.A.C. (see Annex 4 : Part I, paragraph 4).

The United Kingdom member of the Committee pointed out that in his country trailers with a weight not exceeding one ton need not be equipped with brakes. In his opinion, the two following questions arose : (1) whether the weight of the trailer should be calculated when empty or when loaded ; (2) whether the braking mechanism should operate automatically — *i.e.*, as soon as the speed of the trailer exceeded that of the tractor.

New Paragraph (Use of Devices).

The COMMITTEE thought that the small Committee's attention should be drawn to the advisability of making a distinction between provisions relating to the conditions to be fulfilled by motor-vehicles in order to receive international authorisation to travel on any road to which the public have access and those concerning the use of the various devices with which such vehicles must be equipped.

Certain rules, relating in particular to the lighting of vehicles, which are at present included in Article 3, should therefore come under this new paragraph.

Ad Article 9.

Since the question whether a single draft Convention embodying the subjects at present dealt with in the two Conventions of April 24th, 1926, and that of March 30th, 1931, should be drawn up, possibly with the addition of the provisions concerning signals at level-crossings, has been held over for the time being, the Committee has simply referred to the provisions of Conventions already in existence or in course of preparation, and has laid down the principle that no sign should be placed along the roads which would be at variance with those provisions.

II. *Revision of the International Convention of April 24th, 1926, relating to Road Traffic.*

Ad Article 7.

The United Kingdom member of the Committee pointed out that in his country the signalling of vehicles transporting agricultural produce of an inflammable nature (hay, cotton, etc.) by means of a lantern was prohibited by law. The French member of the Committee stated that, in France, Article 4 of the Road Traffic Act declares that, in derogation from the general prescriptions regarding the lighting of vehicles, the following provisions apply to agricultural vehicles :

“ Agricultural vehicles proceeding from the farm to the fields or from the fields to the farm, may be lighted solely by a white light hung at the left of the vehicle. This light must be so arranged as to be clearly visible from the front and from the rear.

“ Agricultural vehicles loaded with fodder or other easily inflammable material, may be lighted only by a lamp carried by a person walking immediately to the left of the vehicle.

“ Agricultural vehicles of every description are exempt from lighting on country roads, with the exception however of those roads which are of interest to traffic in general and have been designated and brought to the notice of the public by prefectorial decree.”

For these reasons, *it was decided to leave it to the small Committee to consider whether agricultural vehicles should be exempted from the obligation to affix a light to the load protruding at the rear.*

Ad Provisions concerning Pedestrians, Paragraph 3.

The United Kingdom member of the Committee pointed out that a provision in an international convention to the effect that the rear of a group of pedestrians must be indicated by a lantern would make it difficult for the United Kingdom to adopt that convention, since it would involve the amendment of the law.

ANNEX 1.

COMMUNICATION FROM THE POLISH GOVERNMENT.

DELEGATION OF THE
REPUBLIC OF POLAND
ACCREDITED TO THE
LEAGUE OF NATIONS.

Geneva, April 25th, 1938.

The Polish Government has no objection to a revision of the 1926 and 1931 International Conventions relating to motor and road traffic and road signalling, on the lines indicated in document C.C.T./C.R.129,¹ dated December 7th, 1937, and in document C.380.M.256.1937. VIII, such revision figuring on the agenda of the session of the Committee on Road Traffic which is to open on April 25th, 1938.

As regards the proposal of M. Sylvain Dreyfus (page 18 of document C.380.M.256.1937. VIII), the competent authorities in Poland entirely share M. Dreyfus' opinion as to the need for regulations providing that danger signals should, in so far as is possible, always be placed at a uniform distance from the obstacle to which they refer.

ANNEX 2.

C.C.T./C.R.136.

April 11th, 1938.

GERMANY.

[*Translation from the German.*]

SUMMARY OF CERTAIN PROVISIONS OF TWO SETS OF REGULATIONS, DATED NOVEMBER 13TH, 1937, CONCERNING BEHAVIOUR IN ROAD TRAFFIC AND THE CONDITIONS TO BE FULFILLED BY INDIVIDUALS AND VEHICLES RESPECTIVELY IN ORDER TO BE ADMITTED TO ROAD TRAFFIC (*Reichsgesetzblatt* No. 123, 1937, Part I).

I. REGULATIONS CONCERNING BEHAVIOUR IN ROAD TRAFFIC.

A. *General Provisions.*

Fundamental Rule of Behaviour in Road Traffic.

Every road-user must behave in such a way as not to endanger traffic or to cause danger or damage to anyone and must, as far as circumstances permit, avoid any action that might disturb or interfere with others.

B. *Vehicular Traffic in General.*

1. *Driving of Vehicles.*

Every vehicle or chain of vehicles must have a driver capable of driving without assistance. The driver must see that the vehicle or chain of vehicles, including the load, complies with the regulations. If any defect occurs *en route* which cannot be remedied on the spot, he must withdraw the vehicle from the line of traffic as quickly as possible.

The driver must exercise the greatest caution in driving his vehicle. His seat must be so situated as to ensure him adequate visibility. Vehicles may be pushed only if the load permits the driver to see ahead and if there is no danger of darkness or fog preventing the vehicle from being distinguished by means of the rear light or reflector.

2. *Utilisation of the Roadway.*

Drivers should normally keep on the right-hand side of the roadway, and use the left-hand side only for overtaking. Drivers of slow-going vehicles must keep to the extreme right of the roadway. Over sections of the road where visibility is limited, the drivers of all vehicles must keep on the extreme right. This applies also to one-way roads. When turning to the right, the driver must keep close in to the right, and when turning to the left must take a wide turn.

¹ Annex 4.

3. *Speed.*

The speed must be so regulated that the driver can at any moment comply with the traffic regulations and can, if necessary, stop in time. This applies more particularly to parts of the road where visibility is limited and to level-crossings. A driver entering a main road (see paragraph 7) or about to cross such a road must proceed at a moderate speed. At stopping-places of trams and other rail-vehicles, a driver must proceed at a moderate speed and at a distance such as not to endanger the passengers. In case of need, he must stop.

4. *Passing and Overtaking.*

A driver must always pass on the right and overtake on the left. While being overtaken, the driver must not accelerate. Overtaking is prohibited in parts of the road where the visibility is poor. This also applies to one-way streets. If it is impossible to pass, the driver most conveniently situated must go back. Any track intended for a specific means of transport shall be regarded as an independent track for purposes of passing and overtaking.

Rail-vehicles shall be *passed and overtaken on the right*. When there is not sufficient space for this, they may be overtaken and passed on the left. On one-way streets, rail-vehicles may be passed on the right or the left.

5. *Notice of Change of Direction* (see also under II, 4(m)).

A driver who wishes to change direction or to stop must give notice of his intention in time. When a driver has a mechanical device for this purpose, he shall use it; if the device is not in working-order, he shall give notice of his intention to stop or change direction in some other appropriate manner.

6. *Sound-signals* (see also under II, 4(n)).

A driver shall warn other road-users of his approach by means of warning signals. He shall indicate his intention of overtaking. He shall, however, refrain from using signals if these are likely to startle animals. Sound signals may be used for warning purposes. After sunset and at night, signals may be given by rapidly turning on and off the headlights, if these signals can be distinctly seen and there is no risk of dazzling other road-users.

7. *Priority.*

At cross-roads and junctions the user of the main road shall have priority. Main roads shall be indicated by means of appropriate signs. In the case of two roads of equal importance, a driver coming from the right shall have priority at cross-roads and junctions. Nevertheless, motor-vehicles and mechanically-propelled rail-vehicles shall have priority over other road users. Motor-vehicles and rail-vehicles shall be equal as regards priority. Nevertheless, orders and signals of the traffic police shall take precedence over the foregoing rules.

If a driver wishes to cross the main stream of traffic, he shall give priority to all oncoming vehicles maintaining their original direction; the same shall apply at cross-roads and junctions. Roads with several separate tracks shall be regarded as having a single track for the purposes of this provision.

8. *Chains of Vehicles.*

Chains of animal-drawn vans shall not exceed 50 metres and chains of motor-lorries shall not exceed 25 metres in length. The distances separating such chains shall be not less than their lengths.

9. *Stopping.*

The driver of a vehicle must stop in such a way as not to interfere with or endanger traffic. Vehicles may be stopped only on the right-hand side of the road in the direction of the traffic. When rails are laid on the right of the roadway, stopping is permitted on the left. On one-way streets, stopping is permitted on the right and the left.

10. *Loading.*

Loads must be stowed on vehicles in such a way as not to cause danger or damage to anyone and not to cause unnecessary annoyance or interference. The load must not be such as to make the vehicle more difficult to drive with safety to other road-users. The width of the load shall not exceed 2 metres 50.¹ If the load projects in the rear, the extremity must be indicated by means of a red flag and, after sunset and at night, by means of a red lamp.

The length of the vehicle and its load must not exceed 22 metres,¹ and the height must not exceed 4 metres.

¹ See also under II, 4.

11. *Vehicles left unattended.*

When leaving his vehicle unattended, the driver must take the necessary measures to avoid any accident or disturbance to traffic (see also under 15).

12. *Indication of Ownership.*

Every vehicle must bear on the left-hand side the Christian name, surname and address of the owner in clearly visible and indelible characters.

13. *Rear Lights and Reflectors* (see also under II, 4 (i)).

Vehicles must carry in the rear red lights or reflectors, except in the case of perambulators used as such and sledges.

14. *Detailed Rules concerning Different Categories of Traffic.*

(a) *Cyclists.* — Bicycles must have yellow reflectors on either side of the pedals.

Use of Cycle Tracks : Cyclists must use existing cycle tracks ; on roads without cycle tracks they must keep to the extreme right of the roadway.

Cyclist Traffic : Cyclists must as a rule ride in single file. They may ride two abreast when this does not disturb or interfere with traffic. They are, for instance, interfering with traffic if, by riding two abreast, they prevent faster vehicles from passing or overtaking. Outside built-up areas, cyclists must ride in single file on the main roads.

Groups of Cyclists : A group of more than fifteen cyclists under one leader, proceeding in close formation, may ride two abreast and use the roadway even when cycle tracks are available.

(b) *Animal-drawn Vehicles.* — Animal-drawn vehicles may not be left unattended on the road for any length of time unless the animals are taken out of the shafts and tethered. Vehicles from which the animals have been taken out must not be left unattended on the road after sunset or during thick fog.

(c) *Motor-vehicles.* — Use of Headlights : Drivers of motor-vehicles must dim their headlights in good time when this is necessary from the point of view of traffic safety and the consideration due to road-users coming in the opposite direction. This obligation does not apply to pedestrians except when walking in close formation.

Unattended Motor-vehicles : When leaving a motor-vehicle unattended, the driver must take the necessary steps to prevent its being used by unauthorised persons (see also under 11).

15. *Pedestrians.*

Pedestrians must use the parts of the road reserved for them. They must cross other parts of the road by the shortest way and at right angles to the line of traffic carefully and without stopping. Cross-roads must be crossed at pedestrian crossings or, failing such, at right angles to the roadway. Standing at street corners is prohibited when it interrupts or disturbs traffic. The foregoing provisions do not apply to streets in which vehicles are prohibited.

Pedestrians must keep to the extreme right of the roadway when carrying objects likely to interfere with the normal movement of pedestrians or to constitute a danger to the latter. Bath-chairs and perambulators used as such may be wheeled on pedestrian tracks.

Detachments marching in close formation may not stop on bridges. Large detachments must leave spaces to permit other road-users to pass through.

After sunset and at night or during thick fog, detachments must indicate their lateral and rear limits by means of white or yellow lights in front and red lights in the rear. The left-hand man of the front rank and the right-hand man of the rear rank must carry a lamp. The presence of the detachment may also be indicated by a lamp-bearer marching at the head of the detachment or in the rear.

These provisions shall not apply when such detachments are sufficiently lighted by other means.

16. *Equestrians.*

Riders must keep to riding-tracks when these exist. A rider may not lead more than two horses in addition to the one he is riding.

Riders must comply with the rules for vehicles, with the exception of those concerning lights. After sunset, during the night, or during thick fog, riders must ride in single file unless they are proceeding in close formation or are lighted from some other source.

17. *Driving of Animals.*

Animals proceeding along the public highway must be under the charge of a person capable of controlling them. Only animals suited to the purpose may be used as draught or saddle animals on the public highway. Persons in charge of horses and cattle must take the necessary precautions as regards other road-users. Cattle must keep on the roadway and must be accompanied by a sufficient number of drovers. Horses must be on a rein and must have at least one driver for every four horses. A herd of animals must be lighted after sunset, during the night or during thick fog by means of a white or yellow lamp in the front and in the rear. In the case of horses, one lamp is sufficient.

C. *Special Safety Measures.*

1. *Interference with Traffic.*

It is prohibited to place or to leave on the roadway objects which may endanger or interfere with traffic. The persons responsible must remove such objects without delay, and if this is not possible, must indicate their presence adequately. After sunset or during foggy weather, this must be done by means of a red light. It is prohibited to carry uncovered scythes on the public highway.

2. *Children's Games.*

Children are not allowed to play in the roadway except in roads where vehicles are prohibited.

II. REGULATIONS CONCERNING THE CONDITIONS TO BE FULFILLED BY INDIVIDUALS AND VEHICLES IN ORDER TO BE ADMITTED TO ROAD TRAFFIC.

1. *Classification of Driving-licences.*

There are four categories of driving-licences :

Category I : For motor-cycles (two-wheeled, with or without side-car) with cylinder capacity exceeding 250 cubic centimetres ;

Category II : For motor-vehicles, with or without trailer, exceeding 3.5 tons in weight (including trailer) and for road-trains comprising more than three axles, irrespective of the category to which the tractor belongs ;

Category III : For all motor-vehicles not included in categories I, II or IV ;

Category IV : For motor-vehicles with cylinder capacity not exceeding 250 cubic centimetres and for motor-vehicles with a maximum speed of not more than 20 kilometres an hour.

The licence may be confined to certain types of vehicles belonging to this category.

The holder of a licence in category II is allowed to drive vehicles in categories II and III. Licences in categories I, II and III also give the right to drive vehicles in category IV.

2. *Minimum Age of Driver.*

A licence to drive a motor-vehicle may in no case be granted to a person under 16 years of age. A licence to drive motor-vehicles in categories I, II and III may not be granted to any person under 18 years of age (a medical certificate is not compulsory ; the police must decide whether the applicant is physically and mentally fit).

3. *Special Provisions for Holders of Foreign Driving-licences.*

The holder of a foreign driving-licence may obtain a German licence for the corresponding category of vehicles if he can show that he is acquainted with the German traffic rules.

4. *Conditions to be fulfilled by Motor-vehicles and their Trailers.*

(a) *Dimensions of the Vehicle.* — Width : The width of the vehicle must not exceed the following : (1) For a vehicle with a total weight not over 7 tons : 2 metres 35 ; (2) for a vehicle with a total weight over 7 tons : 2 metres 50.

Length : The length of a road-train consisting of a number of vehicles coupled to one another must not exceed 22 metres (see also I, B, 8).

Height : The height of the vehicle must not exceed 4 metres.

The external contour of the vehicle must not be such that any projecting part is likely to endanger traffic (see also I, B, 10).

(b) *Tyres.* — The wheels of motor-vehicles and trailers must be provided with pneumatic tyres, except in the following cases, for which other tyres are authorised :

The wheels of motor-vehicles with a maximum speed not exceeding 25 kilometres an hour (15 kilometres for motor-vehicles with a non-suspended motor-axle) may have solid rubber tyres.

(c) *Reversing.* — Motor-vehicles with an unloaded weight exceeding 350 kilogrammes shall be constructed in such a way that they can be put into reverse from the driver's seat.

(d) *Windscreen and Windscreen-wiper.* — (1) Windscreens and windows in the front of the vehicle shall be of safety glass. (2) Windscreens shall be equipped with an automatic windscreen-wiper.

(e) *Brakes* (see also under II, 5 (b)). — Motor-vehicles must have two independent braking systems, or a single system worked by two independent means of operation, one of which will act even if the other fails. The independent means of operation must act by separate transmissions on different braking surfaces; the latter may, however, be situated in the same brake drum. If the brakes act on more than two wheels, common braking surfaces and transmissions may be used. Such transmissions shall, however, be constructed in such a way that, in the event of the breakdown of any part, at least two wheels situated on different sides can be braked.

[Here follow detailed rules concerning the construction, action and strength of the brakes.]

Trailers with two or more axles must have an adequate system of braking. The brakes must be such that they can hold the trailer with its maximum load on a dry slope of 20%. The brakes of trailers, whether automatic or worked by the driver of the tractor, must be such as to stop the trailer automatically when it becomes detached from the tractor.

[Here follow detailed provisions concerning the strength of brakes on trailers.]

Trailers with a single axle are not required to have brakes when they can be adequately braked by the tractor.

(f) *Total Weight of Trailers.* — Trailers may be licensed for traffic only when the tractor has brakes on every wheel and when their weight does not exceed 40% of the total weight of the tractor. In exceptional cases, trailers may be licensed when their weight is as much as 60% of the total weight of the tractor.

(g) *Sign indicating the Presence of a Trailer.* — Motor-vehicles and tractors with a closed driver's seat must, when drawing a trailer, bear a yellow triangular sign over the driver's seat in the middle of the vehicle. This sign shall be lighted up after dark.

(h) *Noise.* — The noise caused by a motor-vehicle in motion must not exceed 85 phons. The noise is to be measured when the engine is running at full pressure, and at a speed of 40 kilometres an hour. (If this speed is not reached, the noise should be measured at the maximum speed.)

These provisions shall not apply to agricultural tractors or machines or to other industrial vehicles with iron tyres.

(i) *Lighting* (see also under II, 5 (d)). — Motor-vehicles must be provided with two headlights of the same colour and strength. For motor-cycles, one white light is sufficient. Motor-vehicles with a speed not exceeding 8 kilometres an hour may carry two lamps instead of headlights. The headlights or lamps must be placed at the same height and at the same distance from the axis of the vehicle. After sunset or at night, the headlights must be able to light up the roadway for 100 metres when the vehicle can exceed a speed of 30 kilometres an hour, and for 25 metres in the case of other vehicles.

[Here follow detailed provisions concerning the strength and arrangement of these lights.]

Headlights must be constructed in such a way that the driver of the vehicle can dim them.

(j) *Parking Lights.* — Motor-vehicles, with the exception of motor-cycles, must carry in front two white or yellow lights placed at the same distance from the axis of the vehicle and not more than 40 cm. from the outer edge of the vehicle. These lights must not produce a dazzling effect and must not consume more than 10 watts. They may also be mounted in the headlamps. When a motor-cycle has a side-car attached, the latter must carry a light on the outer side.

(k) *Additional Lights.* — In addition to the lights mentioned above, motor-vehicles may carry supplementary lights to light up the roadway (fog lights, turning-lights, etc.). Supplementary lights must not be placed higher than the headlamps; they may be mounted in the latter.

(l) *Rear Lights* (see also under I, B, 13). — Motor-vehicles must carry in the rear two red lights of the same strength, placed at the same height and at the same distance from the axis of the vehicle. These lights must not be more than 40 cm. from the outer edge of the vehicle.

Each red rear light must be mounted on a separate circuit.

Motor-vehicles, with the exception of vehicles with a speed not exceeding 20 kilometres an hour and motor-cycles, must be equipped with one or two brake lights giving warning in the rear that the driver of the vehicle is slowing down or is about to stop.

In the case of trailers, the rear lights and brake lights prescribed for the tractors must also be carried by the trailer. The left-hand rear light of the trailer must be independent of the lighting system of the tractor, except in the case of trailers with a single axle and with a total weight not exceeding one ton.

In addition, motor-vehicles and trailers must carry in the rear a red reflector with a surface of not less than 20 square centimetres.

(m) *Direction Indicators* (see also under I, B, 5). — Motor-vehicles, with the exception of electric tractors and motor-cycles, must carry direction indicators. These must project on either side of the body of the car when raised and must disappear when lowered.

(n) *Sound-signals* (see also under I, B, 6). — Motor-vehicles must be equipped with sound-signals to warn other road-users of the approach of a vehicle without startling them and without causing them unnecessary inconvenience. The warning signals must be capable of being given even when the engine of the vehicle has stopped. Sound-signals must emit a uniform sound without secondary sounds. The sound must in no case exceed 100 phons at a distance of 7 metres.

Motor-vehicles may also be equipped with sound-signals producing sound in excess of 100 phons, but such signals may only be used outside built-up areas.

The foregoing provisions shall not apply to motor-vehicles with iron tyres and with a maximum speed not exceeding 8 kilometres an hour.

(o) *Driving-mirror* (see also under II, 5 (c)). — Motor-vehicles, with the exception of motor-cycles and open electric vehicles, must be provided with a driving-mirror placed in such a way and of such dimensions that the driver can see from his seat the road in the rear.

(p) *Indication of the Maker of the Chassis*. — All motor-vehicles must bear on the chassis in a clearly visible position a plate indicating the name of the maker of the chassis, the year of construction and the factory number of the chassis, the unloaded weight and the maximum authorised weight of the vehicle; in the case of lorries and motor-buses, the useful load, and, for motor-vehicles, the cylinder capacity of the engine. The factory numbers must be sunk or embossed in the metal of the engine and the chassis respectively, or shown on a riveted (not screwed) plate.

(q) *Registration Plate*. — The registration number and other marks prescribed by the authorities must be shown in white lettering on a black ground. The letters and figures may be embossed. The registration number must be affixed in the front and at the rear, either on the body or on a plate fixed to the vehicle. The registration number affixed at the rear must be so lighted as to be legible after dark at a distance of at least 14 metres.

The distinctive national sign D must be in conformity with the provisions of the International Convention of 1926 and must be lighted after sunset and at night and also in foggy weather when the vehicle is being driven abroad.

[The regulations contain special provisions for electric vehicles.]

5. *Provisions applicable to Road Vehicles other than Motor-vehicles.*

(a) *Driving of Vehicles and Animals*. — Vehicles must be capable of being easily driven.

(b) *Brakes* (see also under II, 4 (e)). — Every vehicle must have a system of brakes capable of being easily operated while the vehicle is in motion and capable of producing the desired effect without damage to the track. Bicycles must have two independent brakes. Hand-drawn vehicles and sleighs and also agricultural and forestry machines are not required to have brakes. The braking device must be firmly fixed to the vehicle and must be capable of reducing its speed and stopping it.

(c) *Driving-mirrors* (see also under II, 4 (o)). — Lorries must be equipped with a driving-mirror, unless this is technically impossible.

(d) *Lights* (see also under II, 4 (i)). — There must be a white or amber light to light up the roadway in front. The light must be visible at a distance of 50 metres and must not produce a dazzling effect.

ANNEX 3.

C.C.T./C.R.136 (a).
April 12th, 1938.

ITALY.

SUMMARY OF CERTAIN PROVISIONS OF THE ROYAL DECREE No. 1740 OF DECEMBER 8TH, 1933.

[Translation from the Italian.]

I. CONDITIONS TO BE FULFILLED BY VEHICLES.

Brakes and Safety Devices.

1. Motor-vehicles must be equipped with two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function, even if the other fails to function, provided that, in all cases, the system used is really effective and rapid in action.

2. Trailers must be equipped with a braking system, and if they are intended for passenger transport, with two independent braking systems.

3. Trailers weighing more than 35 cwt., and the leading car of a train, must be provided with hydraulic brakes, compressed-air brakes, or depression brakes worked from the driving-seat of the leading car.

4. Motor-vehicles weighing more than 3½ cwt. must be provided with a mechanism for reversing the vehicle.

5. All animal-drawn vehicles must be equipped with a brake capable of easy and rapid handling.

6. Heavy motor-vehicles (weighing over 35 cwt.), public-service vehicles and leaders of road trains must be equipped with a retrovisor mirror sufficiently large and so placed as to allow the driver to see vehicles which want to pass.

Motor-vehicles weighing over 35 cwt. and with trailers must be equipped with a device to make the driver aware of the signals made by the drivers of overtaking vehicles.

Lighting of Vehicles.

1. Motor-vehicles must be adequately lighted during the period from half an hour after sunset to half an hour before sunrise. They must carry two white lights in front and a light in the rear so placed as (1) to illuminate the registration plate so that the letters and numbers are readable at a distance of 30 metres and (2) to show a red light behind.

2. Motor-cycles with two wheels must show a white headlight.

3. All motor-vehicles capable of a speed exceeding 30 kilometres an hour must carry in addition to the white lights mentioned in paragraph 1 at least one strong light, placed symmetrically with the white lights referred to above, capable of lighting up the road 100 metres ahead. This light can be incorporated into the same apparatus as the white lights.

4. Motor-vehicles with a trailer must carry in front, besides the two white lights, an additional light to indicate a road train, and the rear red light must be placed on the back of the trailer.

5. The use of dazzling lights is prohibited in built-up areas, and such lights must be dimmed on passing another vehicle and when there is a risk of endangering other vehicles, pedestrians or animals.

6. Vehicles other than motor-vehicles must carry in front one or more lights visible for at least 100 metres. If one light is carried, it must be placed on the left side of the vehicle, and all vehicles in a train must be lit.

Sound-signalling Devices.

All motor-vehicles must be furnished with a loud-sounding horn ; auxiliary sound devices may be used in non-built-up areas.

Special Accessories for the Equipment of Motor-vehicles.

1. Every motor-vehicle must be equipped with a silencer.

2. The make of the vehicle, together with the engine and chassis numbers, should be sunk or embossed in the metal of the engine and of the chassis, in an easily accessible position.

Registration of Motor-vehicles.

1. Every motor-vehicle must be licensed.

2. On registration, each vehicle is given a serial registration number, which must be displayed at the back of the vehicle (see also lighting provisions).

II. DUTIES OF DRIVERS AND OTHER ROAD-USERS.

Driving of Vehicles and Animals.

1. Flocks and strings of animals must be accompanied by a sufficient number of drivers to ensure that at least half the road is left free. At night, they must be preceded by a guardian carrying a light.

Animals may not stray on the road.

2. No vehicle or draught, pack or saddle animal may use that part of the road reserved for pedestrians.

3. All vehicles must have a driver of suitable age and physical and mental condition.

4. A vehicle drawn by not more than four animals in pairs, or not more than three animals in single file, may have one driver.

Pedestrians.

1. Pedestrians must use the footpaths reserved for them. In the absence of verge or footpaths, or when these are not sufficiently wide, pedestrians may walk on the side of the road.

2. Pedestrians may not walk or stray on the part of the road reserved for vehicles, except where unavoidable.

3. On crossing a road, pedestrians must walk straight across, not diagonally.

Direction of Traffic.

All vehicles, draught, pack or saddle animals, flocks and herds on the public roads must keep to the right wherever the width of the road allows, especially on bends.

Stopping: Standing still.

The authorities shall have the right to prohibit or to limit the stopping or standing still of vehicles and animals on the roads without justifiable motive or beyond a reasonable period of time. When stopping, vehicles and animals must draw in to the right. If vehicles or animals are left unattended, care must be taken to prevent an accident of any kind.

Vehicles and animals must leave tramlines free in all circumstances.

Speed.

Drivers must regulate the speed of their vehicles having regard to the braking system, the weight of the vehicle and the nature and condition of the roads, and all other circumstances, so as not to constitute a source of danger to persons or objects, or to dislocate traffic.

Overtaking.

Drivers of vehicles or animals wishing to pass must give the prescribed signal to the road-users in front, take the left side of the road and draw back to the right as soon as possible without inconveniencing the other vehicle. The driver of the vehicle being overtaken must slow up to facilitate this manœuvre.

Crossroads and Junctions.

1. At crossroads and junctions, drivers of vehicles or animals, on turning to the left, must make a wide sweep, leaving on their left as much road as possible.

2. On public roads, right of way must be given to vehicles and animals approaching on the right unless a sign to the contrary exists.

3. At junctions of private roads with public roads, right of way is given always to vehicles on the public road.

4. At rail or tramway crossings, precedence is always given to the vehicle on the track.

Driving-permits.

1. No one may drive a motor-vehicle unless in possession of a certificate :

(a) Of ability to drive a car with safety (for private cars);

(b) Of knowledge of the mechanism and various parts of the car (private car service);

(c) Of a complete knowledge of the mechanism and various parts of the car (for driving road-trains, public service vehicles, etc.).

2. A medical certificate must be produced in order to obtain a driving-permit.

Dimensions and Weight of Vehicles.

1. Vehicles must not exceed 2 metres 50 in width and 4 metres in height. Duly authorised public-service vehicles may reach 4 metres 50 in height.

2. The total length must not exceed :

6 metres for vehicles with one axle;

10 metres for vehicles with two axles;

12 metres for vehicles with three axles.

3. The total loaded weight must not exceed :

50 cwt. for vehicles with one axle;

80 cwt. for vehicles with two axles;

100 cwt. for vehicles with three axles.

The total weight of a loaded public-service vehicle or of a loaded trailer must not exceed :

60 cwt. for motor-vehicles with one axle;

100 cwt. for motor-vehicles with two axles;

120 cwt. for motor-vehicles with three axles.

ANNEX 4.

C.C.T./C.R.129.
December 7th, 1937.

REVISION OF THE INTERNATIONAL CONVENTIONS OF APRIL 24TH, 1926,
RELATING TO MOTOR TRAFFIC AND ROAD TRAFFIC.

PROPOSAL BY THE INTERNATIONAL ASSOCIATION
OF RECOGNISED AUTOMOBILE CLUBS (I.A.R.A.C.).

To the Chairman of the Permanent Committee on Road Traffic.

Paris, November 19th, 1937.

I have the honour to forward herewith two copies of the proposal of the International Association of Recognised Automobile Clubs concerning the principal provisions which might be embodied in an international convention on road traffic.

This proposal represents the results of two years' work, and we should be glad if the Permanent Committee on Road Traffic when considering the revision of the Conventions of April 24th, 1926, would take it as a basis for discussion in accordance with the intention expressed at its session of July 5th-7th, 1937.

The models for national registration cards and national driving-licences are not attached to our draft, as they are those which were examined by the Permanent Committee at that session in connection with the question of the simplification of travel documents.

The Permanent Committee will note that this proposal for the simplification of travel documents, which means standardising national documents, prepares the way for the provisions laid down in Articles 26 and 50 of the attached draft.

G. PÉRON,
Secretary-General.

* * *

[*Translation.*]

INTERNATIONAL ASSOCIATION OF RECOGNISED AUTOMOBILE CLUBS :
PROPOSAL CONCERNING THE PRINCIPAL PROVISIONS WHICH MIGHT BE EMBODIED IN AN
INTERNATIONAL CONVENTION ON ROAD TRAFFIC.

Part I. — Conditions to be fulfilled by Vehicles.

Brakes.

1. Every motor-vehicle must be capable of being braked in a rapid and effective manner. The braking apparatus must be capable of operation by two different means, whether acting on separate drives or not. The drives must be so contrived as to ensure rapid and effective braking.

2. If the weight of the motor-vehicle when empty exceeds 350 kilogrammes, the vehicle must be equipped with a mechanism by means of which it can, from the driver's seat, be made to reverse under its own power.

3. All other vehicles, including pedal-cycles, must be equipped with at least one brake.

4. Single trailers coupled to motor-vehicles must be equipped with brakes, unless their weight loaded does not exceed 400 kilogrammes.

When the weight loaded exceeds 400 kilogrammes, they must be equipped with a braking apparatus capable of bringing them to a standstill and holding them on the steepest hills. This apparatus must be capable of being operated by the driver of the tractor from his seat. When the trailer is not coupled to the tractor, the apparatus must be capable of being operated on the trailer itself.

Lighting of Vehicles.

5. No vehicle proceeding alone may travel during the night, from sunset, unless it carries two white or pale yellow lights in front and two red lights in the rear.

The white lights and red lights must be of equal strength, and must be placed one on the left and one on the right respectively, arranged symmetrically in relation to the axis of the vehicle to indicate its width.

6. For two-wheeled motor-cycles not coupled to a side-car, and for pedal-cycles, only one white light in front and one red light in the rear shall be required. Furthermore, the rear mudguard must be painted white.

7. The foregoing conditions are applicable to vehicles standing on the public highway. Nevertheless, in built-up areas where there is public lighting, vehicles at a standstill may bear a single light on the left¹ side of the vehicle, showing white in front and red in the rear. This light may be extinguished when the vehicle is sufficiently lit from some external source.

8. Every motor-vehicle capable of exceeding a speed of 30 kilometres an hour must also be equipped with two white lights capable of lighting the road in front for a distance of 100 metres, unless the white or pale yellow lights prescribed above are sufficient to comply with this condition.

9. Lamps which may produce a dazzling effect must be provided with means for eliminating that effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect must, however, leave sufficient light to illuminate the road clearly for at least 25 metres.

10. The use of lights which may produce a dazzling effect is prohibited while the vehicle is at a standstill.

11. "Stop" light. — Every motor-vehicle, except motor-cycles, must be equipped in the rear with an amber light which comes on automatically when the brake is first applied.

12. Motor-vehicles drawing trailers are subject to the same regulations as separate motor-vehicles, in so far as front lighting is concerned; the rear red lights are to be carried on the back of the trailer.

13. In the case of a string of vehicles coupled to one another, or of a road-train, the foregoing provisions shall apply to the first vehicle as regards the front lighting and to the last vehicle as regards the rear lighting. In addition, the string of vehicles or road-train shall carry, every ten metres, a light showing white in front and red in the rear affixed to the left side of one of the component vehicles.

Sound-signalling Devices.

14. Motor-vehicles must be fitted with one or two sound-signalling devices, capable of being operated by hand by the driver without distracting his attention from his occupation. The sound emitted by such apparatus must not be of a strident character.

15. Pedal-cycles must be fitted with a warning apparatus, consisting of an ordinary bell or spring bell, which can be heard at a distance of 30 metres.

16. Animals drawing vehicles whose wheels are fitted with rubber tyres or vehicles travelling in the snow must carry ordinary bells or cow-bells.

17. Sound-signals must be used only in case of necessity.

18. When the use of sound-signals is prohibited in built-up areas, such prohibition shall be indicated by an appropriate sign.

19. Motor-vehicles must be fitted with an effective silencer. The use of cut-outs on the public highway is prohibited.

Special Accessories for the Equipment of Motor-vehicles.

20. Every motor-vehicle must be equipped with the following :

(a) A driving-mirror, so arranged that the driver can see from his seat any other vehicle which might overtake him ;

(b) The name of the maker of the chassis in an easily-accessible position and in easily-legible lettering ;

(c) The engine number, which must be engraved in the metal of the motor unit or riveted thereto on the right-hand side in such a way as to be easily legible by an observer standing on the right of the vehicle when the bonnet is raised ;

(d) The chassis number, which must be engraved in the metal or riveted to the right-hand side of the chassis near the engine.

21. Every motor-vehicle whose weight loaded exceeds 3,500 kilogrammes must be fitted with an amplifier enabling the driver to hear the sound-signals of road-users who may wish to overtake him.

Registration of Motor-vehicles.

22. With the object of certifying that every motor-vehicle which has received authorisation to travel on a public highway fulfils the conditions laid down in the foregoing articles, registration cards on the model contained in the annex will be delivered to owners of vehicles.²

¹ In the following text, it has been assumed that traffic keeps to the right. To apply the traffic-rules to countries in which traffic is on the left, it is only necessary to replace "right" by "left" and *vice versa*.

² The models are those recommended by the Committee at its eleventh session (see document C.322.M.217.1937.VIII, page 28).

23. The authority, or the association authorised by it to register motor-vehicles, shall, when issuing the registration card, allocate to the vehicle a serial number known as the registration number.

24. The registration number shall be clearly and permanently affixed in the front and at the rear of the vehicle. The registration number affixed at the rear shall be lighted in such a way as to be legible in the dark at a distance of 25 metres.¹

The lighting system shall be so arranged that the lighting of the registration number cannot be extinguished before the front and rear lights of the vehicle.

25. For purposes of international traffic, motor-vehicles shall also be fitted at the rear with an oval nationality plate on the model contained in the annex (black letters on a white ground). This plate shall be placed vertically, and shall be separated from the registration plate; it shall also be lighted in such a way as to be legible in the dark at a distance of 25 metres.¹

26. Registration cards delivered by the authorities of a contracting State, or by an association authorised by them, with the countersignature of the authority, are valid for the movement of the motor-vehicles concerned in all the other contracting States, provided that the vehicle is equipped with the distinctive nationality plate mentioned in the previous paragraph.

Part II. — Duties of Drivers and Other Road-users.

Driving of Vehicles and Animals.

27. Every vehicle proceeding singly must have a driver.

28. Strings of vehicles consisting of more than two vehicles must have at least two drivers. When the number of vehicles in the string makes it necessary, the number of drivers must be increased so as to consist of at least one driver for every three vehicles following one another in unbroken succession.

Convoys consisting of animals or of animal-drawn vehicles must, if necessary, be broken up into sections, each measuring not more than 30 metres in length. The space between two consecutive sections must be at least 30 metres; it must, in any case, be sufficient not to interfere with traffic

In convoys of motor-vehicles, the space between any two vehicles must be sufficient to enable another vehicle overtaking the convoy to take its place in the convoy if necessary.

29. Draught, pack or saddle animals and cattle travelling on roads open to public traffic must have at least one driver.

Flocks and strings of animals must be accompanied by a sufficient number of drivers to make them keep to the right of the road, and if necessary, to clear crossroads.

It is forbidden to allow animals to stray on the public highway. Owners are responsible for accidents that may be caused by their animals.

Duties of Drivers.

30. Drivers shall at all times be able and in a position to control their vehicles or to guide their teams or the animals accompanying them. They must possess the qualifications necessary to perform these duties. They shall be bound to take any precautions that may be required on the approach of vehicles, pedestrians or animals in their way.

Pedestrians.

31. Pedestrians must use the footpaths or the verges of the public highway.

The term pedestrian shall include persons employing a special means of locomotion, other than pedal-cycles, worked or controlled either by themselves or by some other person.

32. On public highways which have no footpath or verge, they must walk on the edge of the highway.

33. Without prejudice to the precautions which they must take before entering the part of a public road intended for the use of vehicles and animals, pedestrians must make way for the passage of vehicles and draught, pack or saddle animals. When crossing the public highway, they must proceed in a direction at right angles to the road.

34. In built-up areas, exceptions may be made to the foregoing rules in the case of crossings marked on the road and indicated or controlled by a police officer.

35. When pedestrians have to move in a body at night on the part of the public highway reserved for vehicles and animals (*e.g.*, troops on the march), the last pedestrian must carry a lighted lantern.

Direction of Traffic.

36. All vehicles, draught, pack or saddle animals and cattle travelling on the public highway, must keep, as far as possible, to the right-hand side of the part of the road which is reserved for them. They must not leave it except when overtaking (see No. 40).

¹ One of the rear lights may be used for this purpose.

37. Pedal-cyclists must use cycle-tracks when these exist separately from the highway ; failing such tracks, they must keep to the extreme right of the highway.

When travelling on roads reserved for vehicles, they must in no case ride more than two abreast. When overtaking or being overtaken, they must fall into single file.

Stopping: Standing still.

38. When vehicles, draught, pack or saddle animals and cattle are brought to a standstill on the public highway, they must draw into the extreme right of the road, and, if possible, on to the verge. Drivers must not leave their vehicles standing until they have taken all necessary precautions to prevent an accident.

It is forbidden to leave vehicles or animals standing :

- (a) At crossroads ;
- (b) Within 10 metres of the junction of two roads ;
- (c) Before a carriage gateway ;
- (d) At a turn of the road ;
- (e) Close to the top of a hill.

Speed.

39. Every driver of a vehicle, whatever the mode of propulsion, must at all times be in a position to control its speed. He must slow down when circumstances necessitate this, particularly when visibility is poor.

Overtaking.

40. When overtaking, the driver must pass on the left of the vehicle, pedestrian or animal in front of him. He must not overtake until he has ascertained that the way is clear and given warning of his intention, as far as possible, to the driver or pedestrian in front of him. When the driver of a vehicle is caught up by another swifter vehicle, he must allow himself to be overtaken, keeping well in to the right of the road.

41. After overtaking, the driver must bring his vehicle back to the right of the road, but not until he has ascertained that he can do so without inconveniencing the vehicle, pedestrian, or animal he has overtaken.

Crossroads and Junctions.

42. Every driver approaching junctions or crossroads must take all necessary precautions.

43. Every driver approaching a road on which the traffic is heavy, not being himself on a road of that description, is required to yield right of way to vehicles travelling on the former.

44. The approach to a road on which the traffic is heavy must be indicated on all the adjacent roads by means of the special sign laid down in the Geneva Convention of March 30th, 1931, concerning the Unification of Road Signals.

45. Furthermore, a road considered or classed as a road on which the traffic is heavy must be indicated as such to users by all possible means — *e.g.*, by the colour of the mile-stones and of the bands painted round the signboards.

Driving-permits.

46. The driver of a motor-vehicle must possess qualifications which provide a reasonable guarantee of public safety.

47. In order to certify that the conditions laid down in the preceding paragraph have been fulfilled, driving-permits may be delivered on the model contained in the annex.¹

48. These driving-permits are valid for the following categories of vehicles :

- (1) Motor-cycles with or without side-car ;
- (2) Motor-vehicles of which the combined weight of the empty vehicle and the weight of the maximum load which it is declared on registration to be capable of carrying does not exceed 3,500 kilogrammes ;
- (3) Motor-vehicles of which the total weight, made up as above, exceeds 3,500 kilogrammes ;
- (4) Motor-vehicles used for public passenger transport.

49. In so far as international motor traffic is concerned, driving-permits may not be issued to persons under 18 years of age. For motor-cycles, the age is fixed at not less than 16 years, and for vehicles of category 4 at not less than 21 years.

50. Driving-permits issued by the authorities of a contracting State or by an association designated by them, bearing the countersignature of the authority, permit the holder to drive, in all other contracting States, motor-vehicles which come within one of the categories for which they have been issued, and are recognised as valid, without re-examination, in all the contracting States.

¹ See footnote 2 on page 20.

Exchange of Information.

51. The contracting States undertake to communicate to each other such information as will establish the identity of persons holding registration cards or driving-permits whose motor-vehicles have caused in their territories an accident involving personal injury followed by a conviction.

52. They further undertake to make known to the State which has issued the registration cards or driving-permits the names, surnames and addresses of persons whose right to make use of the said cards or permits in their territories has been withdrawn.

Observance of National Laws and Regulations.

53. The driver of any vehicle travelling in a country is bound to conform to the laws and regulations which are in force in that country regarding traffic rules.

An extract from those laws and regulations, made out in three languages, may be given to the driver on entry into a country at the office at which the Customs formalities are carried out.

54. Further, the driver of every vehicle is bound to conform to the indications shown by signs placed on the public highway, to obey the signals of the traffic police, and, at the latter's request, to produce their traffic documents, provided that such police officers are in uniform.

ANNEX 5.

C.C:T./C.R.135

April 14th, 1938.

REPORT ON THE SAFETY OF PEDESTRIANS AND CYCLISTS

Submitted by Dr. H. ROTHMUND.

The object of all road-traffic regulations must be to ensure the normal movement of traffic and to guarantee, as far as possible, the safety of all classes of road-users. In accordance with this fundamental principle, it is essential, in examining any measures, to consider the different classes of road-users from the same standpoint and to endeavour to take into account their respective interests, the governing idea being always, of course, traffic safety as a whole. There can thus be no question of protecting certain classes to the detriment of others or requiring the latter alone to observe the regulations in force.

The differences between the classes of road-users must also be taken into account. Thus, for instance, the cyclist, with his unstable equilibrium, is a road-user who behaves in a less certain manner than the driver of a car. Again, pedestrians and cyclists use the road without having previously had to pass a test on the subject of road traffic regulations such as has to be passed in most countries by motorists and, at least, the drivers of heavy motor-cycles. Traffic rules affecting motorists, etc., must obviously be based on the conditions in which pedestrians and cyclists are placed. Conversely, traffic rules applicable to pedestrians and cyclists must pay due regard to the needs of motorists, etc.

The ideal solution would clearly be the provision of a separate track for each class of road-users; but, more particularly in the open country, such separation of the traffic will very often be impossible or only partly practicable.

The body of traffic regulations must thus constitute a logical whole deriving from the principle that has just been stated: all measures must be directed towards increasing traffic safety whilst safeguarding, as far as possible, the interests of the various classes of road-users.

Chapter I of the present report deals with the special regulations that should be applied to pedestrians and cyclists with the object of achieving the desired aim, it being understood that the traffic regulations governing motorists, motor-cyclists, cyclists, drivers of animal-drawn vehicles, etc., must be not merely enacted, but also strictly enforced. Chapter II deals with the question of the separation of the different classes of traffic. Chapter III is concerned with the problem of instruction in traffic rules, a question that is of great importance to all road-users. Finally, Chapter IV deals with police control of road traffic, a matter which is essential for any definite and rapid increase in traffic safety.

In general, the Rapporteur has not found it possible to draw a distinction between traffic in built-up areas and traffic in the open country. It may, however, be taken as true that vehicles travel more slowly in built-up areas than outside such areas, even where no speed-limit in kilometres is laid down for motor-vehicles in built-up areas or in the country.

Although traffic in the open country is usually less dense, it is frequently more dangerous than in built-up areas, more particularly for pedestrians and cyclists. Nevertheless, it would hardly be possible to apply to traffic in the open country different rules from those in force in built-up areas. In the open country, however, the problem of pedestrian crossings, for instance, will be of scarcely any importance, and, for that reason, the question is not dealt with in the present report.

I. TRAFFIC REGULATIONS AFFECTING PEDESTRIANS AND CYCLISTS.

1. *Traffic Regulations affecting Pedestrians.*

Pedestrians are required to observe certain fundamental rules. They will use the pavements or paths reserved for them at the side of the roads and will cross the carriage-way at a right angle and with due care. It would also be advisable to require them always to keep to the edge of the road. Swiss law, for instance, makes it compulsory for pedestrians to do so only where visibility is restricted or on the approach of motor-vehicles.¹ A particularly strict rule is embodied in paragraph 32 of the Proposals by the International Association of Recognised Automobile Clubs, transmitted on November 19th, 1937, to the Chairman of the Permanent Committee on Road Traffic² with a view to the revision of the international Conventions of April 24th, 1926, relating to motor traffic and road traffic :

“ On public highways which have no footpath or verge, they (pedestrians) must walk on the edge of the highway.”

This proposal would seem to go too far. Pedestrians must, naturally, be required, in the interest of the rational movement of traffic, to keep as far as possible to the edge of the road. Any such rule must, however, be devised to protect pedestrians against motor-vehicles by assigning them a definite place on the public highway. A pedestrian walking at the edge of the road, in accordance with the regulations, must have an assurance that he can walk there as safely as on a pavement or reserved pathway.

Obviously, a pedestrian must also be left a certain freedom of movement. A step to the left or right, or an unforeseen movement caused by fear, should not entail the risk of being run over by a motor-vehicle.

All bodies of law on motor traffic, of course, require the driver of a motor-vehicle overtaking other traffic to drive with special caution and to pay due regard to other road-users. Whenever he prepares to overtake, the motorist must therefore pay attention to this regulation. If he does not do so, and passes too close to a pedestrian — *i.e.*, without taking into account the possibility of an unforeseen side-ways movement by the latter, he is clearly guilty of a fault. The question has more than once been raised whether it would not be advisable to require pedestrians to take the side of the road on which vehicles are travelling in the opposite direction. By doing so, the pedestrian would be facing oncoming vehicles and would be better able to make way for them. He would thus avoid the danger of being caught by a vehicle travelling in the same direction as himself. Lastly, he would not need to turn round and make an involuntary movement towards the roadway.

This reasoning is not without weight. Nevertheless, the system suggested would appear to have its disadvantages. Take the case of a pedestrian wishing to go from one house to another, both situated to the right in respect of the direction in which he is going. If he were compelled to keep to the left, he would have to cross the carriage-way twice, and hence would incur added danger.

Furthermore, at a blind left-hand corner, more particularly if the road is narrow, a pedestrian walking on the left of the road would find himself on the part of the carriage-way reserved for vehicles travelling in the opposite direction, and hence would be in serious danger, more particularly if the motor-vehicle were keeping close to the right.

Lastly, by night, another serious danger arises from the dazzle caused by the lights of a car coming from the opposite direction.

By night, too, a pedestrian is particularly exposed to danger when outside built-up areas, since in the open country the roads are usually unlighted. A general regulation compelling pedestrians travelling by night outside built-up areas to make themselves visible by means of some appropriate device would certainly be asking too much. In paragraph 35 of the proposals already mentioned, the International Association of Recognised Automobile Clubs makes only the following suggestion : “ When pedestrians have to move in a body at night on the part of the public highway reserved for vehicles and animals (*e.g.*, troops on the march), the last pedestrian must carry a lighted lantern ”.

This proposal would seem to be reasonable, and it should be taken up in the best interest of pedestrians.

There remains the question whether a provision of this kind would be suitable for inclusion in an international convention.

2. *Regulations applicable to Cyclists.*

In addition to prescribing traffic rules for cyclists, the law must also lay down definite regulations concerning the equipment of cycles.

¹ Traffic Law of March 15th, 1932, concerning Motor-vehicles and Cycles, Article 35, paragraph 1.

² See Annex 4.

(a) *Traffic Rules affecting Cyclists.*

In the first place, cyclists must be required to observe the fundamental traffic rules prescribed for drivers of motor-vehicles. Thus, the general speed regulation will apply to cyclists also. A cyclist must always have his machine under control and must adapt its speed to road and traffic conditions. Cyclists will of course be required to observe the general rules concerning passing and overtaking and also those relating to right-of-way at junctions and crossroads.

Cyclists must not ride more than two abreast. When passing or overtaking other vehicles, animals or pedestrians, they must, when road or traffic conditions so demand, ride in single file. Cyclists must be forbidden to remove their hands from the handle-bars or their feet from the pedals, or to be taken in tow by an animal-drawn vehicle or by a motor-vehicle. Children who have not yet reached school age must be prohibited from riding cycles on busy roads. The regulations should include a provision prohibiting the carrying of a second person on a cycle that is not specially equipped for the purpose.

Even if cyclists are not required to undergo any examination or to have driving-licences, it would be advisable to prohibit the use of a cycle by any person who is a danger to road-users because he is suffering from some physical or mental infirmity or because he has endangered road-users through some serious breach of the regulations.

In this connection, it may be observed that the introduction of compulsory third-party insurance of cyclists would be in the interest, not only of the third party who suffers injury, but also of the cyclists themselves, for they are usually not wealthy persons. Very good results have followed the introduction of such compulsory insurance, for instance, in Switzerland.

(b) *Equipment of the Cycle.*

Every cycle must be fitted with :

A rapidly acting and sufficiently effective back-wheel brake ;

A warning device (preferably a bell) which should be used only when the safety of road-users so demands.

The lighting of the cycle plays a very important part in ensuring the cyclist's safety. The cycle must be fitted with a white headlight that does not dazzle and that lights up the road well for a distance of 25 metres. The light must be securely fixed, so that the angle of the beam of light cannot change. The best rear device is a red or orange light which is clearly visible at a distance of 100 metres. If the light is not compulsory, the cycle should at least be fitted with a rear reflector so constructed as to be clearly visible at a distance of 100 metres.

Experiments made in Switzerland have proved that when a motor-vehicle is travelling with full lights, the rear reflector is a perfect substitute for a rear light on a cycle. On the other hand, the light is undoubtedly preferable if a motor-vehicle coming behind is travelling with reduced lighting, as for instance would be the case when passing other vehicles. It fairly frequently happens, however, that the light is not working, and the cyclist is then less well protected than if his machine were fitted with a good rear reflector. There are, indeed, rear lights combined with reflectors, and such a device would no doubt constitute the best solution.

The painting of the rear mudguard in a light colour should be made compulsory, for this precaution may frequently help to make the cycle more visible.

II. SEPARATION OF TRAFFIC.

The whole question of traffic regulation would be greatly simplified and the safety of road-users greatly increased if the different classes of road-users were able to travel on special tracks. Such a separation will, however, be feasible on only a very few roads, owing to the expense and the topographical difficulties it would involve. Nevertheless, it should be carried out wherever circumstances permit.

Roads or Paths for Pedestrians. — The best solution would clearly be the complete separation of pedestrians from traffic on the carriage-way by means either of pavement or paths running alongside the carriage-way or in proximity thereto. If that is not possible, an attempt should at least be made to divert pedestrian traffic, if not compulsorily at all events by way of recommendation and by appropriate signs, to existing roads which, even if not parallel to the highway, enable places situated thereon to be reached without great detours. All efforts in this direction deserve the warm support of the authorities and of road-users' associations.

Cycle-tracks and " Cycle-ways ". — Cycles should, if possible, travel on a special track. This might be, according to circumstances, either a cycle-track (or cyclists' pathway) properly so called, or a cycle-way on the road itself. Cyclists must be required to use the cycle-track. All other vehicles and also all other road-users, including pedestrians, will be prohibited from using the cycle-track. The cycle-track should be clearly separated from the highway.

In many cases, more particularly outside built-up areas, cycle-ways have been laid out on the road itself where there was no room for a cycle-track. This cycle-way is a strip on the road surface intended particularly for cyclists, and there is nothing separating it from the highway proper. The highway and the cycle-way must, however, be clearly distinguished

by their colours. It would be impossible to insist on cyclists using the cycle-way only. Where there is no pavement or other special path for the pedestrian, he will necessarily have to walk at the side of the road. To overtake a pedestrian, a cyclist will thus be obliged to ride for a certain distance on the highway properly so called until he is able once more to enter the cycle-way without inconveniencing pedestrians.

These cycle-tracks and cycle-ways must be marked by effective traffic signs. No international sign as yet exists for this purpose. The Convention of March 30th, 1931, concerning the Unification of Road Signals explicitly provides (Article 3, paragraph 2) that should it be necessary to introduce some other sign, it shall conform to the classes mentioned in the annex as regards its general shape and colour. For the cycle-track, the sign which would be best adapted to the international system would be a disc bearing a figure representing a cycle or a cyclist. The disc might be blue and the figure white. As the cycle-way would have a different legal significance from the cycle-track, a special sign should be devised for it. This might perhaps be done by means of an addition to the sign indicating a cycle-track.

III. EDUCATION OF ROAD-USERS.

When traffic rules have been laid down for all road-users and the various classes of traffic have been separated as far as possible, there still remains, in view of the inherent imperfection of human nature, one essential element — namely, the education of all road-users as a means of preventing road-traffic accidents. In the first place, the greatest attention must be given to the instruction of drivers of motor-vehicles. Hence most States have a compulsory test for all motorists and also, at least, for drivers of heavy motor-cycles.

As regards the other road-users — in particular, pedestrians and cyclists — who are not required to pass any test of their knowledge of traffic rules, their education must be effected in another way — for example, by the distribution of pamphlets, by lectures and films, and by articles and notices published in the Press. In many places excellent results have been obtained by means of “ traffic weeks ”, during which the police carry out systematic surveys, sometimes in collaboration with road-users’ associations, and give instructions and sometimes warnings to road-users who are, or pretend to be, ignorant of traffic rules.

Further, it is of the utmost importance that the younger generation should be trained to meet the requirements that are now imposed by road traffic. The object is to save children from accidents as pedestrians and also to instil a rational road-traffic training as soon as possible in school-children, who will be the cyclists, motor-cyclists, motorists, etc., of the future.

For this purpose, the most effective means is undoubtedly to make instruction in traffic rules compulsory throughout the period of school education. If such training is to be profitable, it will have to be given in a systematic way, with the use of material adapted to the age of the pupils. The most important point is to create a new mental attitude towards traffic. The aim should be to make every individual strive to avoid breaking the elementary traffic rules, just as he would avoid committing any other kind of offence.

IV. POLICE CONTROL OF ROAD TRAFFIC.

One radical measure that could be put into effect at once to increase traffic safety would be to establish widespread police inspection of road traffic, in order to track down a large proportion of the breaches of the regulations that endanger road safety. The most effective survey, particularly in the open country, is that effected by motor police. The traffic police should have a sufficient number of motor-vehicles to enable them to organise a system of flying patrols.

For this purpose, the authorities must, as far as possible, not allow themselves to be held back by financial considerations. The number of victims of traffic accidents, be it remembered, fully justifies the extra expenses, even if they are very heavy, incurred by the traffic police.

The responsible heads of this police must accustom their men to endeavour to carry out all the work entrusted to them, but particularly the control of road traffic from the point of view of the campaign against accidents. Only in this way will they succeed in training their men to give their full attention to breaches of the rules which really affect traffic safety. Such control must never pass over any serious infringement of traffic safety rules. Drivers are guilty of the most serious breaches : they pass vehicles at blind spots, particularly turnings ; they take corners wrongly ; they drive too fast for the road and traffic conditions ; and they drive in a state of intoxication. The control of the use of lights is also very important.

CONCLUSIONS.

1. For pedestrians and cyclists, traffic regulations should be issued which, if observed, will afford the most effective protection, always provided that the traffic regulations necessary for the other classes of road-users are not only enacted but are also strictly enforced.

2. The different classes of road-users, particularly pedestrians and cyclists, must be separated as far as possible on the lines laid down in Chapter II.

3. The greatest attention should be given to the training of all road-users. The systematic application of the principles laid down in Chapter III will undoubtedly help very greatly to increase traffic safety, though of course it must be realised that the particular purpose of the teaching of traffic rules in schools will not be fully attained for a very long time to come.

4. The most radical means that can be put into effect at once to increase road-traffic safety consists in strict police survey, particularly by motor police, over all road-users, in order to detect a large proportion of the breaches of the rules affecting road safety.

* * *

If all road-users without exception showed each other the courtesy which is a duty incumbent upon members of society as such, it would certainly not be necessary to issue so many traffic regulations.

ANNEX 6.

C.C.T./C.R.130.
January 7th, 1938.

REPORT ON THE SAFETY OF PEDESTRIANS AND CYCLISTS

submitted by M. Axel VALSINGER on October 16th, 1937.

[*Translation from the Swedish.*]

The Permanent Committee on Road Traffic, at its eleventh session, held at Geneva from July 5th to 8th, 1937, decided, as stated in the report on that session, under item XIII : " Various Questions : Safety of Pedestrians " (document C.322.M.217.1937.VIII), to appoint two rapporteurs, — M. Valsinger and M. Rothmund, — to submit definite proposals in good time for the next session, the former as regards pedestrians in towns, and the second as regards pedestrians in the open country ; at the same time, the Committee decided that the study entrusted to the rapporteurs should also apply to cyclists.

At its twentieth session, held at Geneva from August 31st to September 4th, 1937, the Advisory and Technical Committee for Communications and Transit, as will be seen from the records of the said session under item X, 13 : " Various Questions : Safety of Pedestrians " (document C.380.M.256.1937.VIII), noted the action taken by the Permanent Committee with a view to resuming the study of the safety of pedestrians. The Committee having, on the suggestion of Mr. Keane, recommended that the two rapporteurs appointed by the Permanent Committee should get into touch with the organisations engaged in protecting the rights of pedestrians, the Secretariat, in order to assist the rapporteurs, got into touch with such organisations, particularly with the " Ligue pour la sécurité des routes et la défense de la circulation pédestre " (Belgium) and the Pedestrians' Association (London), and obtained from them and forwarded to the rapporteurs publications which might be of interest to the latter.

In accordance with the task entrusted to me, I have the honour to submit the following report :

* * *

In preparing the present report, it has hardly been possible to make the suggested distinction between town and open country, and, accordingly, I have had to deal in a general way with the whole problem of the safety of two groups of road-users — pedestrians and cyclists.

Examination of the Problem by the Permanent Committee.

When last the Committee — at its eighth session, held at Geneva from May 29th to June 1st, 1933 — dealt with the problem of the safety of pedestrians, and decided to postpone its examination to a forthcoming session, it had already had an opportunity of noting the results of the Secretariat's enquiries into the question. Those results are set forth in Annex XIII (pages 33-37) of the report on the eighth session.¹

¹ Document C.384.M.192.1933.VIII.

Information previously obtained from Certain Countries.

That annex contains information obtained from certain countries — France, Italy, the Netherlands, Germany and Austria — with regard to regulations and provisions for the safety of pedestrians, their rights and obligations, the various systems of indicating the presence of pedestrian-crossings, etc.

Supplementary Information derived from the Swedish Road Traffic Code.

I beg further to complete the information which has been collected by supplying the corresponding information concerning Sweden. The relevant provisions contained in the Swedish Road Traffic Code of October 23rd, 1936 (which came into force on January 1st, 1937) are set forth below.

It must first be stated that, in the Swedish Road Traffic Code, the term "road" is understood to mean "a public road or *street* or other public place open to public traffic", and the term "road-user" is understood to mean "any person who drives a vehicle or rides or leads an animal or who goes on skis or on foot on a road".

Provisions concerning All Road-users.

The Swedish Code contains the following provisions applicable to all road-users :

"Every road-user must observe all the care and vigilance which circumstances may require for the purpose of avoiding accidents. He must show every consideration for other road-users, and also for those who reside in the road and for those who are using the road for any other reason. He must comply with the instructions of the police in respect of traffic and must stop when a police-officer signals to him to do so".

Pedestrian-crossings.

Among the provisions of the Code concerning road-users other than pedestrians, the following should be noted : "Drivers of vehicles, when approaching a pedestrian-crossing which is not policed and which is clearly marked, must reduce speed so as to ensure that the vehicle can be stopped before the crossing to let pedestrians pass". Further, "road-users other than pedestrians must comply with the instructions given by means of notice-boards, warning signs or signals placed on the road for the regulation of traffic".

Special Provisions concerning Pedestrians.

The Swedish Code contains the following special provisions concerning pedestrians :

"Where there are special footpaths (pavements), pedestrians must use them. If there are footpaths (pavements) on both sides of the road, pedestrians should preferably use that on the right-hand side.¹ If there are none, pedestrians should preferably keep to the right-hand side of the road."¹

"Should they meet on the footpath (pavement), pedestrians must keep to the left."¹

"If there is a cycle-track, but no footpath (pavement), the cycle-track may also be used by pedestrians."

"Pedestrians must take particular care, when entering upon the carriage-way or when upon a road-crossing, not to cause hindrance or difficulty to vehicular traffic by remaining unnecessarily upon the carriage-way, or by any other means ; and, when a vehicle approaches, they must keep to the side of the road and let the vehicle pass."

"When crossing the road, pedestrians must use the crossings, if there are any, reserved for them."

"Pedestrians must pay attention to the notice-boards, warning signs and signals placed on the road for the regulation of traffic."

Special Provisions concerning Cyclists.

The Swedish Road Traffic Code contains the following special provisions concerning cyclists :

"Bicycles must be fitted with a bell or other suitable warning device."

"When bicycles are ridden at night, they must be fitted with a white, bluish or yellow headlight and with a red rear reflector."

"Two or more persons may not ride at the same time on a bicycle intended for one person only ; nevertheless, if the bicycle is specially adapted for that purpose, a person over 15 years of age may take with him a child of less than 10 years on such a bicycle."

"Cyclists must keep both feet on the pedals and at least one hand on the handle-bars. In thickly populated districts, cyclists may not have their bicycles towed by other vehicles."

"Cyclists must use cycle-tracks where such tracks exist."

"On the road, two or more cyclists may not ride side by side when the road is not visible for a sufficient distance ahead, or when a motor or animal-drawn vehicle is approaching."

¹ In Sweden, it will be remembered, traffic keeps to the left.

Indication of Pedestrian-crossings.

As stated above, the Swedish Road Traffic Code of October 23rd, 1936, which is at present in force, contains the following provision :

“ Drivers of vehicles, when approaching a pedestrian-crossing which is not policed and which is clearly marked, must reduce speed so as to ensure that the vehicle can be stopped before the crossing to let pedestrians pass.” Hence, in order that the pedestrian-crossings may be respected by other road-users, as laid down by the Code, they must be *clearly marked*. Obviously, therefore, it is not sufficient for such passages to be marked on each side by a line ; their presence must also be indicated by a special sign.

Road Signs for Pedestrian-crossings.

The question of the establishment of a uniform system of signs for pedestrian-crossings and special signs to be introduced for that purpose thus arises in Sweden by very reason of the legislation at present in force.

The International Convention of March 30th, 1931, concerning the Unification of Road Signals, does not contain any international provisions applicable in this matter, nor does it appear that other countries have adopted a uniform system which might be considered as a basis for any future international regulations.

As already mentioned, it is not sufficient to mark crossings by lines without at the same time indicating their presence by means of special signs. Further, mere indication by a road sign is not sufficient in streets where there is heavy traffic.

Combination of Road Signs and Lines.

For the particular purpose of pedestrian traffic, therefore, a combination of road signs and of lines for the purpose of marking pedestrian-crossings is to be recommended. The experiments made at Stockholm have shown that pedestrian traffic concentrates on crossings thus marked, to the great convenience of other classes of traffic and particularly of fast motor-vehicles.

Special Protective Barriers.

In streets and squares which have heavy traffic, it has been found desirable, and sometimes even indispensable, particularly from the point of view of traffic safety, to set up on the edge of the pavements special protective barriers (at Stockholm, they are reconstructed of galvanised-iron tubing, with horizontal bars half-way up), which prevent pedestrians from crossing the road anywhere they please and guide them towards the crossings specially provided for them. According to the experiments made in Stockholm, the rule for the marking of pedestrian-crossings should be that such crossings should be indicated, first, by special road signs and, secondly, if it can conveniently be done, by lines drawn on the surface of the road marking the boundaries of the crossing. Pedestrian-crossings might therefore be marked in two ways, either — in most cases — by a combination of road signs and lines or — in special cases — by road signs alone.

Accordingly, it may be suggested that for this purpose there should be a special road sign, the appearance of which should be previously decided upon with due reference to the following considerations : the signs should have a shape sufficiently characteristic to enable the driver of a vehicle to recognise it at a distance without his requiring to read any written instructions given upon it and to enable it to be used either with or without lighting.

Examination of the Various Proposals concerning such a Road Sign.

A number of proposals for such road signs have been considered, among which the following should be mentioned :

(1) A Swedish town-planning association has proposed that pedestrian-crossings should be indicated by a triangular warning sign, underneath which there would be a special rectangular board marked “ For pedestrians ” ; the association suggests that such a sign should be placed in the immediate proximity of the crossing of which warning is to be given. The objection to this proposal is that the sign could not be approved because it is contrary to the international regulations both to use warning signs for this purpose and to place warning signs in the immediate proximity of a “ danger spot ”.

(2) The “ Swedish National Association for the Increase of Traffic Safety ” has proposed a road signal consisting of a yellow glass lamp in the form of a parallelepiped, marked “ Crossing ” in black letters on both sides. Objection has been raised to this proposal on the ground that the signal would not be characteristic in shape and could not easily be used without lighting.

(3) At Gothenburg, pedestrian-crossings have for some time been marked by lighted beacons placed on both sides of a refuge in the middle of the carriage-way. This system does not seem feasible as a basis for a uniform system of pedestrian-crossing signs, both because it would certainly be very expensive and because it would be used only at places where the street was wide enough to allow a refuge to be placed in the middle of the carriage-way.

(4) In Stockholm, since 1936, the experiment has been made of setting up signs consisting of a yellow rectangular board, with black borders marked "Crossing-place". Immediately above the board, there is a light similar to that used for the illumination of boards showing motor-bus stopping-places. The adoption of this sign, however, has not been thought possible for pedestrian-crossings, since at places where circumstances did not permit the placing of lights above such signs they would hardly be distinguishable, either in shape or in colour, from indicating the purpose of a road (*e.g.*, a riding-path, footpath, etc.).

(5) At Stockholm, experiments have been made for some time past with a sign which, according to the information available, is somewhat similar to the system adopted in England. The sign consists of a post painted black and yellow, having above it a fairly large yellow globe, and a yellow rectangular board, with a black edge, containing the word "Crossing". The globe at the top of the sign, which has been adopted as an experiment, is either of metal coated with yellow enamel or of glass with internal lighting.

This last proposal is regarded in Sweden as best meeting the requirements for signs of this kind. The globe at the top makes the sign clearly distinguishable from other road signs and is visible from a distance both by pedestrians and by drivers of vehicles. The notice-board placed under the globe gives adequate information as to the meaning of the sign, even to pedestrians not fully aware of the purpose of such signs. The sign can be electrically lighted without any change in its shape or appearance.

Marking of the Crossing-place on the Road.

It would seem that the crossing should, as a general rule, be marked on the roadway itself by means of two parallel lines. The colour of the lines should be in sharp contrast to that of the surface of the road. In most cases, yellow has been found to be the most practical colour; if, however, the colour of the road-surface is such that a yellow line would not be clearly visible, the lines must be of another colour. The experiments carried out in Stockholm have shown that the lines should be at least 15 centimetres in width, and that the distance between them should be not less than 2.50 metres or more than 4 metres.

The provision mentioned above connected with "clearly marked unpoliced pedestrian-crossings" should be taken to imply that signs need not be provided at pedestrian-crossings where traffic is controlled by light signals, by a traffic policeman or by some similar system. Probably, however, there are not many places either in Sweden or in other countries where traffic is so regulated uninterruptedly both by day and by night. At places where a need has been felt for special crossings for pedestrians, even at times when traffic is not controlled, such crossings would have to be marked in the manner provided for uncontrolled crossings; but at places where traffic is controlled by light and colour signals following each other in a given order¹ (red, yellow, green), it would seem undesirable that the yellow globe should be lighted during the hours when the traffic signals are in operation. At places where the globe at the top of the sign cannot conveniently be fitted with internal electric lighting, the visibility of the signal in the dark may be increased by painting the globe or board with reflecting enamel or by reflecting devices (glass reflectors) on the post.

The Committee has been already informed² that, on January 22nd, 1937, Sweden issued a decree concerning road signs. Draft regulations concerning pedestrian-crossing signs have been prepared as an addendum to the decree, and these regulations will be dealt with in another paragraph. Their provisions are broadly as follows:

Swedish Regulations.

Crossings reserved for pedestrians must be provided with a road sign as described below, and must be indicated, as far as possible, by lines drawn on the carriage-way or by light beacons placed on a refuge, or, if necessary, by both systems combined.

The road signs will consist of a notice-board, a globe and a pole.

The notice-board must be rectangular in shape, 16 centimetres in height and 40 centimetres in width. It must bear the word "crossing" on both sides. It must be yellow in colour, with a black border. The lettering on both sides must be in black.

The globe surmounting the sign must be yellow, spherical in form and 30 centimetres in diameter.

The post on which the notice-board and the globe are fixed must be painted in black and yellow stripes approximately 30 centimetres wide.

The sign must be placed on the pavement on the left-hand side of the road³ in relation to the direction of vehicular traffic, and immediately before the crossing. The board must be so placed that its lower edge is about 2 metres above the pavement. The globe must be so fixed that its lower extremity is about 5 centimetres above the upper edge of the notice-board.

¹ See documents C.469.M.246.1935.VIII, pages 2 to 4; C.458.M.240.1935.VIII, page 29; Annex 1 to document C.322.M.217.1937.VIII.

² See Annex 1 to document C.322.M.217.1937.VIII.

³ In Sweden, it will be remembered, traffic keeps to the left.

The lines marking the crossing must be 15 centimetres wide and yellow in colour, unless local conditions require another colour. The distance between the lines must not be less than 2.50 metres or more than 4 metres.

Light beacons marking pedestrian-crossings must be painted yellow and black and must be lighted at night by a fixed yellow lamp giving direct or reflected light.

At crossings where the pedestrian and vehicular traffic is heavy, the globe surmounting the signal may be lighted internally in such a way as to show a yellow light at night ; but the globe must not be lighted during hours at which traffic at pedestrian-crossings is controlled by light signals.

This summary constitutes a proposal for the establishment of a uniform system of indicating pedestrian-crossings and the adoption of a special sign for that purpose, which, as I have already shown, is implicitly required by the legislation at present in force in Sweden. This proposal, however, affects only one aspect of the problem of the safety of pedestrians, whereas my task includes the problems both of the safety of pedestrians and of that of cyclists.

Statistics of Accidents: Information in brief.

In order to throw as much light as possible upon all the aspects of the problem, I beg to submit the following considerations : May I first recall the fact that at the eleventh session of the Committee at Geneva, during the discussion of the problem of unification of statistics of road accidents — one of the items on the agenda — I supplied brief particulars of the most recent statistics of motoring accidents in Sweden. Thus, in 1935, the number of motoring accidents in Sweden was 10,820 : 4,641 in the open country and 6,179 in towns, of which 2,531 occurred in the capital ; as regards the consequences, 312 accidents were fatal, 3,989 involved personal injuries and 6,519 involved material damage. As regards causes, 65.6% of these accidents were due to the manner of driving¹ or to the condition² of the driver of the motor-vehicle ; as to the nature of the accidents, 33.9% were due to collisions between vehicles and 45.4% to collisions of vehicles with stationary objects. As regards the nature of the vehicles involved, 10.4% of the accidents were caused by collisions between motor-vehicles (including motor-cycles) and pedestrians, 21.7% by collisions between motor-vehicles and bicycles, and 2.2% by collisions between motor-vehicles and other road-users such as horse-riders, skiers, etc.

Extract from the Report of Major Cook, Roads Department, Ministry of Transport of the United Kingdom.

The available statistics of road-traffic accidents both in Sweden and in other countries speak for themselves and must be held to confirm the conclusions submitted, on the one hand, by Major Cook, Chief Engineer, Roads Department, Ministry of Transport of the United Kingdom, in a report published in *The Surveyor*, of November 1936, and, on the other, by the Swedish Committee of Bridge and Road Experts, appointed in 1931, of which I was a member. On June 7th, 1934, that Committee prepared a memorandum on the technical and economic measures to be taken in respect of roads. I venture to refer to the following passages in Major Cook's report :

“ (1) The overwhelming majority of road accidents are due to the personal element and occur in circumstances for which the road-user is primarily responsible.

“ (2) The main contributory cause is the use of roads at one and the same time by mechanically propelled vehicles, horse-drawn vehicles, pedal-cyclists and pedestrians.

“ (3) The principal destructive agent is the mechanically propelled vehicle, and the most effective safeguard to other road-users lies in the provision of motor-ways for its exclusive use.

“ (4) Failing motor-ways, provision should be made for the *segregation of traffic into separate streams*, for :

“ (a) Mechanically propelled vehicles,

“ (b) Pedal-cyclists, and

“ (c) Pedestrians.

“ Separate provision for horse-drawn vehicles could rarely be justified.

“ (5) Consideration should be given to the provision of dual carriage-ways where more than two traffic lanes are necessary.”

Extract from the Memorandum of the Swedish Committee.

In its report, the Swedish Committee referred to above makes under the heading “ Division of Traffic ” the following observations, which are applicable also to other countries :

It is customary in Sweden for one and the same road to be used by all classes of traffic — that is to say, for motor-vehicles, horse-drawn vehicles, pedestrians, cyclists and horse-riders. When the traffic is very heavy, such a state of things obviously affects traffic safety.

¹ For instance — excessive speed, negligence, failure to dim headlights when passing other vehicles, etc.

² Lack of experience, intoxication, etc.

The speed of motor-vehicles on the road causes inconvenience to *pedestrians*, who are in constant danger. The least inadvertence on the part of a driver of a motor-vehicle may lead to an accident, just as absent-mindedness on the part of a pedestrian may prove fatal to him. School-children are particularly in danger when they are going to school. When the road is muddy, pedestrians are liable to be splashed by the wheels of motor-vehicles.

Cyclists are exposed to the greatest danger on roads where there is no cycle-track.

Separation of the Different Classes of Traffic.

When the volume of traffic reaches a certain point, the safety and comfort of road-users can be ensured only by providing separate ways for the various classes of traffic, one being specially allotted to vehicles and another to pedestrians, while, if necessary, special tracks may be set apart for cyclists and horse-riders. The same track might sometimes be used by both pedestrians and cyclists. Such a division of traffic would benefit all classes of road-users. The distribution of traffic into separate roads has advantages even as regards transport capacity of motor-vehicles. The essential characteristic of modern motor traffic in relation to other kinds of road traffic is speed. If a rational use of motor traffic is to be made, this characteristic must be utilised as far as possible. When the road is available for all classes of road-users, the speed of motor traffic must be reduced for the sake of general safety, with a resultant reduction in the transport capacity of motor-vehicles.

The division of traffic into separate roads is also rational from the point of view of road construction and upkeep. Heavy and fast motor traffic admittedly requires a more costly road surface than pedestrian, cyclist or horse traffic, which only require a comparatively inexpensive road surface. Hence it is not rational to provide the same road surface for all classes of traffic. Furthermore, pavements and cycle-tracks do not require to be as carefully cambered as a main road, and accordingly they do not require as much levelling and embanking, but may follow the natural configuration of the ground more closely. They might therefore be transferred to the side of the carriage-way and, if necessary, on the further side of the ditches. The farther away tracks for pedestrians and cyclists are from the main road, the better from the point of view of traffic safety and convenience.

Furthermore, the passage of horse-riders may damage certain types of road surface; and for this reason, too, a special track is desirable for this class of traffic.

The division of traffic should be effected first by separating vehicular from pedestrian traffic and then by separating it from cyclist and, lastly, from horse-riding traffic. In this respect, the following desiderata should be laid down :

Footpaths (Pavements).

(1) Footpaths (pavements) (one or two) should be laid wherever there are continuous buildings at the roadside, in front of schools, at motor-bus stops, at places where the public meets regularly, and over sections of road on which there is much regular pedestrian traffic — for instance, between built-up areas and railway-stations, etc.

Cycle-tracks.

(2) In the neighbourhood of towns and built-up areas, it would be desirable to provide cycle-tracks; in any case, provision should be made for the subsequent construction of such tracks and the necessary land should be set aside for the purpose. In general, cycle-tracks are necessary, first, along roads leading to built-up areas and on roads habitually used by the population in going to and coming from work — that is to say, normally over a distance of not more than ten kilometres from the built-up area — and, further, cycle-tracks should be provided wherever traffic is particularly dense — for instance, between built-up areas and seaside resorts or other places much frequented for excursions, between built-up areas and factories, etc.

When the daily traffic normally exceeds 500 for bicycles and 300 for vehicles, the provision of special tracks for cyclists is fully justified. This rule may serve as a criterion in other cases.

Tracks for Horse-riders.

(3) Tracks should be provided for horse-riders in the neighbourhood of large towns and military establishments, as required by the circumstances of each individual case.

Dual Carriage-ways: One in Each Direction.

(4) Division of vehicular traffic between two roads. A fresh step towards a rational division of traffic would be to divide vehicular traffic between dual carriage-ways, one in each direction.

The ensuing advantages in respect of motor traffic are obvious, since traffic safety would be greatly increased. Such a means would automatically improve traffic control; there would be no risk of collision with vehicles running in opposite directions and less risk in overtaking.

There would be less inconvenience and risk of dazzle from the headlights of vehicles passing each other in opposite directions in the dark. The two roads need not be on the same level, so that where the ground sloped there would be less embanking to do than for the building of a single road as wide as the two roads combined. Nevertheless, as a rule, the doubling of roads adds to expenditure. The construction of particularly wide roads where traffic is heavy is not an effective method. It does not increase traffic capacity to an extent proportionate to the widening of the road, because drivers of vehicles tend to keep to the middle of the road as far as possible. Furthermore, very wide roads are particularly dangerous for pedestrians to cross.

Hence this division of vehicular traffic would have considerable advantages. On the other hand, it would, as a rule, be very expensive, on account of the major construction work and the consequent loss of land. Accordingly, such doubling of roads could be carried out in Sweden only in certain cases — for instance, when, by reason of the configuration of the ground or the existence of buildings, heavy expenditure would be necessitated to widen a road on the same level. Thus sometimes, when roads are to be rebuilt, such a measure would be justified. Similarly, it might sometimes usefully be employed for the construction of main roads carrying particularly heavy traffic or for the construction of approaches to large towns.

Unification of Statistics of Road Traffic Accidents.

I have given above certain particulars of Swedish statistics of motor traffic accidents. At its eleventh session, the Committee adopted a resolution concerning the unification of statistics of road traffic accidents, and this question has been placed on the agenda of the eighth International Road Congress, which is to be held at The Hague in 1938 — a circumstance that shows the immediate importance of the problem we are studying.

It is also beyond question that the number of traffic accidents, as is shown by the existing statistics, is very high, indeed alarmingly high. In fact, the figures show that a number of human beings are quite needlessly killed or more or less seriously maimed, and a large quantity of material is destroyed; and the realisation of such facts impels the question how far the sacrifices to modern road traffic demands are to go.

What can be done?

The only Rational Solution.

The division of traffic with separate roads for the various classes of road-users, in accordance with the desiderata and suggestions set forth above, undoubtedly affords the only rational solution, particularly from the point of view of traffic safety.

Nevertheless, mainly on account of the expenditure it involves, such a division of traffic can be carried out only to a very limited extent. Hence it must certainly be assumed, on financial and practical grounds, that most main roads, both in Sweden and elsewhere, will not, in the best circumstances, be provided in any foreseeable future with tracks specially equipped for the various classes of traffic. The different groups of road-users will therefore, unfortunately, have to manage as best they can for the common use of streets and highways.

Need for Suitable Training of Road-users.

As, however, it is desired that this should be done without too much friction, without too many accidents and with the maximum of traffic safety, efforts should be made to give suitable training to the various groups of road-users and particularly to the younger generation.

Notwithstanding the lessons of accident statistics, it may be said, so far as Sweden is concerned, that the education of the public in road-sense has been slowly improving during recent years. Traffic, which is daily becoming heavier, is in itself a hard school, which teaches road-users the provisions of the Swedish Road Traffic Code, so far as concerns the care and vigilance they must show in respect of other road-users. Energetic propaganda on the part of the motorists' organisations and the Press has also done much in this respect. Judicious and strict legislation has furthermore attained the important end for which it was designed.

It is obvious that what has just been said with regard to the increasing improvement in the education of road-users does not mean that all is well. Much still remains to be done to make the various groups of road-users realise their duties and their responsibility; but the results which have hitherto been obtained in Sweden are quite encouraging. This progress is due to the judicious work that has been and is now being done by the Swedish National Association for the Increase of Traffic Safety, reference to which has already been made. This Association, which was founded at the end of 1934 and which, by reason of its activities, receives an annual grant of 100,000 crowns from the State, has set itself the task of working for greater traffic safety in Sweden.

Propaganda.

Furthermore, in accordance with its statutes, it endeavours to attain its object primarily by means of *propaganda*, and, for that purpose, its directors collaborate with other associations or private persons who are prepared to work towards the same end.

In the wide field of its general propaganda work to promote traffic safety, the Association, in 1935, devoted itself more particularly to the training of school-children and of the rising generation. In 1936, the chief feature of the Association's work consisted in the measures it took to make the traffic regulations widely known, and by its efforts to secure the co-operation of all towns and as far as possible all rural areas in its work for improving the education of road-users and its campaign against traffic accidents. For this purpose, it has issued several publications, has organised courses and lectures and has set up local committees and organised traffic days throughout the country. As regards its publications, in the summer of 1935, it issued and distributed 400,000 copies of a pamphlet containing advice and information for *cyclists*; in 1936, it issued a propaganda pamphlet — of which 800,000 copies were published — specially intended for *pedestrians* and circulated mainly with the assistance of the communal and school authorities, the child welfare authorities, and the road police in Stockholm and other towns, on the occasion of the road traffic days, etc.

Compulsory Instruction.

Thus the Association regards educational work as one of its principal functions; and it is a task, too, that will derive added importance from the fact that, on November 27th, 1936, the Royal Swedish Government published a circular concerning *compulsory instruction in road traffic matters in schools throughout the Kingdom*. From their very earliest age, the road-users of the future are to be duly initiated into traffic discipline and to be familiarised with their obligations in that respect. Obviously, all the measures taken to arouse public interest in these questions will do much to ensure that, in the future, the various road-users, both drivers of motor-vehicles and others, will be sufficiently acquainted with the important regulations for traffic safety in streets and on roads and will realise the need for traffic discipline and safety.

Summary and Conclusion.

According to my terms of reference from the Committee, I have to submit to it, in good time for its next (twelfth) session, definite proposals with regard to the safety of pedestrians and cyclists.

The proposals I have made in this report may be divided *into three main groups*.

The *first group* includes proposals of an *administrative* character the execution of which would require administrative measures, partly to regulate the various categories of traffic, particularly as regards the rights and obligations of pedestrians and cyclists (pages 28-29), and partly to attain uniformity in respect of signs at pedestrian-crossings (page 30).

The *second group* includes proposals containing information and desiderata of a *technical* character, the execution of which would require measures of a technical character to provide — at least gradually — for the division of traffic, with separate roads for the various classes of road-users (pages 31-33).

The *third group* includes proposals of an *educational* character concerning the need, in the sphere of education and propaganda, for various judicious and systematic activities with a view to engendering a traffic sense in the various groups of road-users, particularly the younger generation, so as to ensure greater traffic safety and avoid road accidents (page 33).

Naturally, it is not claimed that the proposals set forth above constitute definite proposals which could be directly applied internationally, or that they could be universally applied forthwith. I trust, however, that this report will help to make the Committee's task easier when it is called on, as it shortly will be, to discuss the question here dealt with. With this object, in preparing this report, I have also endeavoured to give as clear an analysis as possible of the various factors affecting the solution of a problem which is of exceptional importance and of immediate international interest — that of traffic safety in streets and on roads, and particularly the safety of pedestrians and cyclists.

ANNEX 7.

BRAKING SYSTEMS ON MOTOR-VEHICLES.

EXTRACT FROM A LETTER SENT BY THE CHIEF ENGINEER OF THE MINES DEPARTMENT, PARIS,
TO M. WALCKENAER.

Every motor-vehicle (or motor-vehicle with a trailer) shall be equipped with a braking system which shall include two separate means of operation, both capable of rapid action and so placed as to be capable of being operated by the driver from his seat.

Each of these means of operation must brake an equal number of wheels on either side of the axis of the vehicle (or vehicle with trailer).

The braking systems shall be so designed as :

(1) To enable the driver, by exerting reasonable physical effort on the means of operation, to stop the vehicle, running at an initial speed of v kilometres per hour, over a distance not exceeding, on the flat, $\frac{v^2}{n}$;

(2) In the case of the breakage of any of the parts, liable to fail to function, transmitting the braking effort to the wheels, to continue to transmit the braking effort to a number of wheels carrying collectively at least a third of the total weight of the vehicle (and its trailer, if any), and to allow, in the conditions specified in the preceding paragraph, stoppage of the vehicle over a distance not exceeding, on the flat, $\frac{2v^2}{n}$;

(3) To allow at least one of the means of operation to be secured in the braking position, so as to keep the vehicle at a standstill, even in the absence of the driver, on a slope of $x\%$.

ANNEX 8.

C.C.T./C.R.113(b).
April 6th, 1938.

**NEW SIGNS PROHIBITING OVERTAKING AND THE USE OF SOUND WARNING
SIGNALS : ACTION TAKEN ON THE RECOMMENDATION ADOPTED BY
THE COMMITTEE AT ITS TENTH SESSION.**

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 69.1936.VIII.¹

Hungary.

September 8th, 1937.

The Hungarian Government proposes to give effect to the Committee's recommendation regarding signs prohibiting overtaking and the use of sound warning signals so far as may be necessary for purposes of road traffic.

ANNEX 9.

C.C.T./C.R.134 and 134(a).
April 8th, 1938.

" WAITING PROHIBITED " OR " PARKING PROHIBITED " SIGNS.

Note by the Secretariat.

By Circular Letter No. 24.1938.VIII, of February 21st, 1938, the Secretary-General of the League of Nations communicated to the States parties to the 1931 Convention on the Unification of Road Signals, and to States which can accede thereto, the text of the recommendation adopted by the Committee and approved by the Committee for Communications and Transit in regard to the " Waiting prohibited " or " Parking prohibited " signs, at the same time requesting them to inform him before August 15th, 1938, of such action as they might have taken on the recommendation.

¹ Addendum to Annex 2 of the Committee's report on its eleventh session (document C.322.M.217.1937.VIII, page 15).

The following summary of the replies received is communicated to the Committee for information:

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 24.1938.VIII.

Egypt.

March 17th, 1938.

The Ministry has transmitted the recommendation in regard to road signals to the competent authorities for necessary action.

Monaco.

March 17th, 1938.

In compliance with the desire of the Communications and Transit Committee, the proposed action concerning the "Waiting prohibited" or "Parking prohibited" signs will be applied in the Principality at the earliest possible date.

Norway.

April 7th, 1938.

The Norwegian Government has no observations to make with regard to the said recommendation.

Portugal.

March 14th, 1938.

The Minister of Public Works approves the Committee's recommendation.

Roumania.

April 13th, 1938.

The Roumanian Government declares its readiness to give effect to the recommendation of the Committee for Communications and Transit in regard to "Waiting prohibited" or "Parking prohibited" signs.

Spain.

April 7th, 1938.

The Ministry for Foreign Affairs has had the recommendation in regard to "Waiting prohibited" or "Parking prohibited" signs studied by the competent Department of the Republic, and considers that the proposal of the Committee for Communications and Transit is acceptable as filling a serious gap in the present system of road signals. The Ministry for Foreign Affairs is definitely in favour of the proposal for certain additions to the two signs in question, in the belief that the proposed additions will serve to indicate clearly and unmistakably the places set aside for parking and waiting, whereas the signs prescribed in the 1931 Convention may not always be free from ambiguity.

The Ministry for Foreign Affairs adds that the Transport Department will issue instructions to the competent authority with a view to the necessary steps being taken for the adoption of the proposed system.

Switzerland.

March 16th, 1938.

The competent Federal authorities have communicated the Committee's recommendation to the several cantonal Governments, requesting them to take it into account in regard to "Waiting prohibited" signs. "Parking prohibited" signs have not been introduced in Switzerland.

ANNEX 10.

C.C.T./C.R.133.

April 6th, 1938.

SIMPLIFICATION OF MOTOR TRAVELLING DOCUMENTS.

Note by the Secretariat.

By Circular Letter No. 25.1938.VIII, dated March 5th, 1938, the Secretary-General of the League of Nations communicated to Members of the League and to non-member States the text of the recommendation adopted by the Committee, and approved by the Committee

for Communications and Transit, concerning the simplification of motor travelling documents and requested them to inform him by August 15th, 1938, of the effect which they have been able to give to this recommendation.

The following summary of replies received is communicated to the Committee for information :

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 25.1938.VIII.

Liechtenstein.

March 9th, 1938.

The Government of Liechtenstein will adopt the models recommended for the driving-licence and registration card.

Switzerland.

March 24th, 1938.

The competent Federal authorities consider that the adoption of uniform models as suggested is quite feasible. They will therefore raise no objection to the consideration of this question, although the adoption of the models proposed may involve considerable formal amendments in the existing legislation.

The present Swiss permits already correspond in some respects to the models recommended by the Communications and Transit Committee. They are made out in the three official languages of the Confederation, one of which is French. Further, the Federal authorities already recognise national licences for foreign motor-vehicles and their drivers made out only in the national language of the issuing State.

Although the adoption of the models now proposed is less necessary in the case of Switzerland than in that of other countries, the Federal authorities will not insist on retaining the models in use at present. At the same time, before taking action on the recommendation of the Communications and Transit Committee, they wish to know the attitude adopted on this point by the other Governments.

It may be noted, further, that the proposal of the International Association of Recognised Automobile Clubs,¹ which was communicated on November 19th, 1937, to the Chairman of the Permanent Committee on Road Traffic, advocates the adoption of the models recommended by the Communications and Transit Committee. The best plan would accordingly appear to be to stipulate the use of these models in the new international Convention on Motor Traffic which is to replace that of April 24th, 1926.

ANNEX 11.

C.C.T./C.R.132.

April 6th, 1938.

UNIFICATION OF STATISTICS RELATING TO ROAD TRAFFIC ACCIDENTS.

Note by the Secretariat.

In accordance with the Council's decision of September 16th, 1937, the Secretary-General of the League of Nations communicated to Members of the League and non-member States, by Circular Letter No. 213.1937.VIII, of December 6th, 1937, a copy of the report of the Committee on the Unification of Statistics relating to Road Traffic Accidents (document C.276.M.179.1937.VIII and Annex), requesting them on behalf of the Council to draw up their statistics relating to road traffic accidents as far as possible in accordance with the recommendations contained in the report in question and in the tables annexed thereto.

The Secretary-General at the same time requested the Governments to inform him before December 31st, 1940, of any experience they might have gained in the matter and any observations they might see fit to make.

The following summary of the replies received is communicated to the Committee for information :

SUMMARY OF REPLIES RECEIVED FROM GOVERNMENTS TO CIRCULAR LETTER No. 213.1937.VIII.

Egypt.

December 23rd, 1937.

The Ministry for Foreign Affairs has communicated the Circular Letter to the competent authorities for necessary action.

¹ See Annex 4.

Estonia.

February 9th, 1938.

The competent authorities have decided to comply with the recommendations referred to in paragraph 3 of the Circular Letter. The police authorities have been instructed to use, from February 1st, 1938, onwards, the statistical form relating to road traffic accidents drawn up in accordance with the Report of the Committee for the Unification of Statistics relating to Road Traffic Accidents.

Guatemala.

January 31st, 1938.

The Secretary for Foreign Affairs has transmitted the Circular Letter and document annexed thereto to the competent authorities of the Guatemalan Government for the preparation of statistics relating to road traffic accidents.

Luxemburg.

February 22nd, 1938.

The statistics relating to road traffic accidents hitherto kept in the Grand-Duchy conform generally to the principles laid down by the Committee for the Unification of Statistics relating to Road Traffic Accidents.

A new form for recording accidents has been prescribed for the purpose of applying, as from January 1st, 1938, practically all the recommendations contained in the Committee's report.

Monaco.

February 22nd, 1938.

No statistics relating to road traffic accidents are kept in Monaco, owing to the special circumstances of the Principality and the smallness of its territory. It has no extensive road system, and serious accidents are extremely rare.

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

Official No.: **C. 356. M. 241.** 1937. VIII.

ADDENDUM.

[C.C.T. 652 (a).]

Geneva, August 20th, 1938.

LEAGUE OF NATIONS

18

COMMITTEE FOR COMMUNICATIONS AND TRANSIT

PASSPORT SYSTEM

REPLIES FROM GOVERNMENTS

to the

Enquiry on the Application of the Recommendations
of the Passport Conference of 1926.

Series of League of Nations Publications

VIII. TRANSIT ✓
1938. VIII. 3.

LEAGUE OF NATIONS

COMMITTEE FOR COMMUNICATIONS AND TRANSIT

PASSPORT SYSTEM

RESULTS OF THE ENQUIRY UNDERTAKEN
REGARDING THE APPLICATION BY GOVERNMENTS
OF THE RECOMMENDATIONS
OF THE PASSPORT CONFERENCE OF 1926 ¹

EXTRACTS FROM THE REPLIES RECEIVED
FROM GOVERNMENTS

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¹ Document C.320.M.119.1926.VIII.

FREE CITY OF DANZIG

[Translation from the German.]

June 24th, 1937.

The Government of the Free City of Danzig is at present giving the widest application to the recommendations adopted by the Passport Conference, held at Geneva in 1926.

As regards the application of these recommendations, the Government of the Free City of Danzig has the honour to submit the following observations :

SECTION 1

II.— A. *Issue of Passports.*

1. — The passports issued by the Government of the Free City of Danzig are of the “international type”.

2. — The duration of validity is five years, as recommended by the Passport Conference.

3. — No special limitations are imposed on the extent of validity of Danzig passports.

4. — The fees charged come within the limits of the recommendation adopted.

B. *Visas.*

1-10. — Admission to, passage through and residence in the territory of the Free City of Danzig are not dependent on a visa or any other permit.

C. *Facilities for the obtaining of Passports and Visas.*

Travellers and emigrants are not exposed to loss of time in obtaining passports. Passports are issued as soon as applied for.

D. *Control at Frontiers.*

Control at frontiers is carried out on the lines of the recommendation adopted.

**SECTIONS 2 AND 3 REGARDING EMIGRANTS
AND PERSONS WITHOUT NATIONALITY**

For reasons of national security, the Government of the Free City of Danzig must insist on emigrants and Stateless persons who hold identity documents in which their nationality is not specified, obtaining an endorsement on such document permitting them, during its validity, to return to the country by whose authorities it was issued.

FRANCE

[Translation.]

April 15th, 1938.

The French Government has taken the following steps to comply with recommendations adopted by the Passport Conference held at Geneva in May 1926.

A. *Issue of Passports.*

1. *Type of Passport.* — The French Government has adopted a form of passport conforming to the “international type”.

2. *Duration of Validity.* — French passports are not at present valid for more than one year.

3. *Extent of Validity.* — Passports are as a rule issued for all countries : restrictions are imposed only in exceptional cases.

4. *Fees.* — A fee of 20 francs is charged for French passports issued in France, and of 50 francs for French passports issued abroad by diplomatic or consular authorities.

5. *Nansen Passports and Other Identification Papers.* — The French Government further issues certificates of identity (Nansen passports) to certain refugees (Russian, Armenian, Saar, etc.), identity and travelling documents to foreigners of undetermined nationality, and safe-conducts to various political refugees who are unable to obtain national passports from their consular authorities.

B. *Visas.*

1. *Issue of Visas.* — Except in the case of holders of identity certificates (Nansen passports) and special IDENTITY or travelling documents, French diplomatic and consular authorities are not required to refer to the Ministry for Foreign Affairs for the

purpose of granting visas for passports of foreigners residing within their respective areas.

2. *Categories of Visas.* — Visas may be transit visas without break of journey, or with break of journey for from one to fifteen days, or entry visas valid for from sixteen days to not more than two years, provided the passport is valid for such period.

3. *Fees.* — A fee of 10 francs is charged for transit visas and of 75 francs for entry visas. These charges may be reduced in certain cases (workers, students, persons attending congresses or conferences or economic or intellectual meetings, etc.). Visas may even be issued free to indigent persons and to workers allowed to take up paid employment in France, as also in certain exceptional cases which are left to the discretion of the authorities concerned.

4. *Exemptions.* — Although visas are the rule, the nationals of certain countries are exempt, as the result of agreements concluded on a basis of reciprocity, from the necessity of obtaining them. The countries thus exempted are Brazil, Cuba, Czechoslovakia, Denmark, Finland (temporarily), Italy, Japan, Liechtenstein, Mexico, Netherlands, Norway, Portugal, Siam, Spain, Sweden, Switzerland, Uruguay and, lastly, the United Kingdom, Ireland and British territories the nationals of which possess the status of British subjects.

Nationals of Belgium and Luxemburg do not require either visas or passports. They are admitted to France in virtue of an official identity card with a photograph of the holder and an indication of his nationality. Similar provisions are applicable to Swiss nationals who do not stay in France for more than two months. A national passport which has elapsed less than five years previously is accepted in lieu of an identity card.

C. *Facilities for Tourists.*

Instructions have been issued to the French diplomatic and consular authorities for the issue with the fewest possible formalities of a tourist visa, valid for fifteen days, to foreigners not residing within the area of the French consulate to which they apply.

Foreign tourists may be admitted to France in virtue of a collective list certified by their national authorities and visaed by the competent French consul. The object of these facilities is to relieve the foreign tourists of the necessity of obtaining individual passports, the issue of which in certain cases costs a fairly large sum.

Furthermore, a Decree was issued on February 23rd, 1936, instituting a tourist card (*carte touristique*), which is issued

free of charge and is valid for not more than six months. It relieves tourists of the necessity for obtaining foreigners' identity cards after two months residence in France.

D. Questions relating to Emigrants.

The French Government has acceded to the Arrangement for the issue of a transit card for emigrants, which was signed at Geneva on June 14th, 1929.

HUNGARY

[*Translation.*]

August 24th, 1938.

The Royal Hungarian Government has put into effect the recommendations adopted by the Passport Conference held at Geneva in 1926, so far as those recommendations were consistent with the vital interests of the safety of the State and the public, and with financial and economic interests.

SECTION I. — GENERAL QUESTIONS

I. — The Government has done all in its power to facilitate the passage of the frontier, always taking into consideration the interests referred to above and the question of reciprocity.

II, A. — The new passport forms introduced in 1937 correspond to the international type. They are made of chemically-treated paper; they contain forty-four pages, and are provided with a recently-patented system for fixing photographs.

Hungarian passports are issued as a general rule for one year, and, in cases in which good cause is shown, for two or even three years.

In principle, passports may be issued for all countries, restrictions being imposed only in exceptional cases.

The fee for the issue of a passport within the country is 20 pengö for the well-to-do and 4 pengö for persons of modest means. To the very poor, passports are issued gratis.

The fees for passports issued abroad are higher.

Apart from family and collective passports, the competent authorities grant numerous special reductions.

In short, the passport fees are so fixed as to offer no obstacle to Hungarian nationals wishing to travel or settle abroad.

II, B. — Visas have been abolished on a basis of reciprocity with the following countries : Germany, Italy, Switzerland and Liechtenstein, Portugal, Finland, Japan and Uruguay.

The Government has abolished visas for United States citizens and British subjects without insisting on reciprocity. It will not decline to consider similar action in the future under certain conditions.

The Government has already introduced a very liberal system of facilities for crossing the frontier, obtaining visas and breaking the journey in the case of travellers in transit.

It was not found possible to introduce two-year visas, but one-year visas carrying the right to an unlimited number of frontier crossings have been introduced for nationals of all States.

The present visa fees, fixed by the scale put into force in 1930, were established with an eye to the interests of the revenue.

By way of bilateral agreements, Hungary has introduced exemption from visa fees in regard to the following countries : Norway, Latvia and Estonia. Negotiations with the same object are in progress between Hungary and various other countries.

This apart, the competent Hungarian authorities are very generous in meeting any specific request for a visa gratis or at a reduced fee.

II, C, and D. — The Government has already done everything in its power to facilitate the issue of passports and visas, and to simplify and expedite frontier control formalities. These facilities will remain under comprehensive consideration by the Government.

SECTION III. — PERSONS WITHOUT NATIONALITY

Specimens of two different identity- and travel-documents for persons without nationality are also enclosed.¹

¹ One of these documents is a "Nansen" identity-certificate ; the other is an identity- and travel-document for foreigners, in the form of a passport, and bears a note that the holder is authorised to return to Hungary. These documents may be consulted in the archives of the Secretariat of the League of Nations.

ICELAND

[Translation.]

March 14th, 1938.

A. Issue of Passports.

1. *Type of Passport.* — The passports in use in Iceland are ordinary passports and diplomatic passports. In accordance with an Agreement reached between Iceland, Denmark, Finland, Norway and Sweden, nationals on any one of these countries may enter the others without possessing a passport, provided only that they hold a so-called "Northern Travelling-Card" (*Nordisk Rejsekort*). This travelling-card costs 0.25 Icelandic crown and is valid for six months.

2. *Duration of Validity.*— As a general rule, Icelandic passports are valid for a period of three years. A student going abroad may, however, obtain a passport valid for five years.

3. *Extent of Validity.*— In most cases, Icelandic passports bear a statement to the effect that they are valid for foreign countries.

4. *Fees.* — The fee charged for the issue of a passport is 8.88 Icelandic crowns.

B. Visas.

Agreements (in force) for the abolition of passport visas have been concluded between Iceland and the following countries: Austria, Belgium, United Kingdom of Great Britain and Northern Ireland, Czechoslovakia, Free City of Danzig, Estonia, Finland, France, Germany, Italy, Japan, Liechtenstein, Luxemburg, Netherlands, Norway, Portugal, Siam, Spain, Sweden, Switzerland, United States of America.

C. Facilities for the obtaining of Passports and Visas.

All appropriate measures have been taken to simplify, in the interest of travellers, formalities connected with the issue of passports and visas.

D. Control at Frontiers.

This question does not arise as Iceland is an island.

IRAQ

March 26th, 1938.

SECTION 1. GENERAL QUESTIONS

I. *Passport Regime.*

The Royal Government of Iraq is prepared to consider the question of concluding such agreements.

II. *Facilities to be granted.*

A. *Issue of Passports.*

1. The Iraqi passport conforms with the recommendations made in the report except as regards the perforation of pages. Steps are being taken to adopt the system of perforation recommended. There would be no objection to mentioning the passport-holder's name in every visa, and instructions will be issued to that effect.

2. The provisions now in force in Iraq regarding the duration of validity of passports are that the Iraqi passport is valid for one year from the date of issue and may be renewed for four further periods, provided that the period of each renewal does not exceed one year and that it cannot be renewed after five years from the date of issue.

3. The arrangements applied in Iraq regarding the extent of validity of passports provide that the names of the countries which the holder desires to visit are first entered, but other countries may be entered later.

4. The fees charged for the issue of passports in Iraq amount to 750 fils, and a fee of 375 fils is charged for each renewal. These fees are hardly sufficient to meet the expenditure involved.

B. *Visas.*

1. The Royal Government of Iraq is prepared to negotiate with other Governments with a view to concluding agreements

for the abolition of entrance visas on a reciprocal basis. It has already been decided : (a) to abolish the entrance visa in respect of Swiss nationals ; (b) to exempt the nationals of Trans-Jordan from an entrance visa, provided that they obtain the same at the (frontier) town of Ramadi ; (c) to exempt foreigners who may arrive at Iraqi passport ports not in possession of an entrance visa from the stipulation made in Article 5 (a) of the Iraqi Residence Law, provided that they shall be granted the said visa by the Director of the Residence Bureau after it has been established by him, first, that their failure to obtain the visa in question was due to exceptional reasons and, secondly that there is no objection to their entry into Iraq ; and (d) to exempt nationals of the United States of America from the entrance visa, when they arrive by steamer at Iraqi ports, for the duration of the stay of the steamer at such ports.

2. It is considered that the steps taken under (c) above in respect of foreigners are quite sufficient to ensure facilities to travellers who desire to break their journey.

3. The Royal Government of Iraq is in agreement as to the necessity for facilitating all transactions pertaining to the granting of visas, and is bearing in mind the recommendation in question.

4. The recommendations made in this paragraph are actually applied in Iraq.

5. The Royal Government of Iraq is acting in this respect on the principle of reciprocity. In view, however, of the fact that Iraqi nationals are not granted, by any other country, entrance and transit visas which are valid for a period of two years and for an unlimited number of journeys, the Iraqi Government does not issue this kind of visa. Under the Iraqi law now in force, two kinds of visas exist, viz. : (a) an ordinary visa which entitles the holder to enter Iraq once only and to reside therein for an unlimited period unless he commits an act which necessitates his deportation ; and (b) a transit visa which entitles the holder to enter Iraq once only and to reside therein for a period not exceeding three months, on the expiry of which he should either leave the country or apply for the extension of his period of residence.

6. Iraqi visas are valid for entry into Iraq from any passport post on the Iraqi frontiers.

7. The principle of reciprocity is at present acted upon by the Royal Government of Iraq in this respect — *i.e.*, they charge the nationals of each State the equivalent of the charge by such States to Iraqi nationals. The existing general scale is 10 gold francs for ordinary visas and one gold franc for transit visas.

8. This recommendation is at present applied in Iraq.

9. This recommendation will be taken into consideration.

10. The Iraqi Government has no objection to considering this question on the basis of reciprocity. As regards exit visas, these have been abolished in Iraq.

C. Facilities for obtaining Passports and Visas.

The departments concerned at all times accord every facility for the issue and delivery of passports and visas within the shortest possible time without causing the applicants any journeys or hardships.

D. Control of Frontiers.

In view of the fact that in Iraq no railways exist which are linked with those of neighbouring countries, this recommendation does not apply to Iraq at the present time.

SECTION 2. QUESTIONS RELATING TO EMIGRANTS

I. Transit Card for Emigrants

This recommendation will be considered on receipt of the draft arrangement to which reference is made.

II. Special Identity Documents for Emigrants

No observation.

SECTION 3. PERSONS WITHOUT NATIONALITY

No observation.

SECTION 4. MISCELLANEOUS QUESTIONS

1. No observation.

2. It is thought that the arrangement referred to in paragraph (1) (c) — B. Visas — of this letter ensures the application of this recommendation.

3. The Iraqi Government is prepared to adopt this recommendation whenever applications of this nature are submitted to it, subject of course to the provisions of Iraqi laws in force.

NORWAY

[*Translation.*]

April 7th, 1938.

In order to specify passport formalities in accordance with the recommendations of the Passport Conference held at Geneva in 1926, "identity and travelling documents" (passports) were introduced in Norway for Stateless persons (the Nansen passport is still issued to Russian and Armenian refugees). Reference is invited to the circular letter of January 16th, 1929, attached hereto, from the Norwegian Ministry of Justice.¹

Secondly, an agreement was concluded in 1929 between the Nordic countries — Sweden, Denmark, Finland, Iceland and Norway — under which those countries reciprocally exempted their nationals from the necessity for producing passports, the passport having been replaced by a legitimation document specially mentioned in the agreement — namely, the Nordic travelling-card. Under the terms of the agreement, this travelling-card is not issued to persons travelling in search of work.

Copies of the circular letters from the Norwegian Ministry of Justice, dated June 7th and 18th, 1929, relating to the afore-said Nordic travelling-card, are also attached.²

Further, Norway has concluded agreements for the abolition of the visa on terms of reciprocity, with a large number of countries.

There are, in addition, special provisions concerning the use of navigation certificates, etc., which take the place of passports in certain cases.

¹ This circular letter, which can be consulted in the archives of the Secretariat, contains detailed provisions regarding the issue and renewal of identity and travelling documents for Stateless persons and the conditions under which similar documents issued by the authorities of other countries are accepted by the Norwegian authorities.

² These circular letters can be consulted in the archives of the Secretariat.

POLAND

[Translation from the Polish.]

June 23rd, 1938.

Poland has largely complied with the recommendation of the Passport Conference of 1926 regarding facilitating the passage of frontiers by means of bilateral agreements. Apart from the minor frontier traffic and transit agreements, etc., already concluded and still being concluded, Poland has negotiated several tourist traffic and compensation agreements with a number of States, such as Hungary, Yugoslavia, Sweden, Italy, Bulgaria, France, Czechoslovakia, etc. These agreements, which provide for the abolition of restrictions on traffic between Poland and the said countries, the reduction of passport fees and foreign exchange facilities, have achieved their object from the standpoint of the Conference's recommendations, since traffic to Poland has very considerably increased in the last two years. From the standpoint of Polish interests, however, this increase in traffic is open to a number of reservations.

In 1936, a new Passport Law was issued, together with regulations for its administration.

The type of passport established by these regulations is similar to that previously used and corresponds on the whole to the document recommended by the Paris Conference of 1920. For the reasons given at the time, it is impossible to comply in detail with those recommendations and with the recommendations contained in the 1926 report, nor is this necessary, since the existing model fully satisfies requirements.

The term of validity of the passport has been fixed at three years, though in practice passports are seldom issued for such a long period.

The territorial extent of a passport's validity may include all countries and, if the applicant so requests, passports are issued "for all European countries" or even "for countries outside Europe also". For considerations of State, however, the passport authorities may always restrict the extent of a passport's validity and cannot waive this right.

Futhermore, owing to the conclusions of the various tourist traffic and other agreements mentioned above, the territorial

validity of passports issued under such agreements is necessarily confined to the country in question.

Under the above-mentioned regulations of 1936, passport fees have been considerably reduced and, in addition, Polish law and tourist traffic agreements provide for further reductions; the statistics of passports issued during the past year show that the fee for a single passport amounts on the average to not much more than 40 zloty.

The Polish authorities do not consider it possible under present circumstances to accept the recommendation of the Conference regarding a further reduction in passport fees, in order to facilitate journeys abroad, since both the economic situation of Poland and the need to maintain equilibrium in the balance of payments and to avoid the export of capital operate in favour of restricting the number of journeys, more particularly as any facilities granted in international traffic react unfavourably on Polish interests. The number of persons leaving Poland for abroad is incomparably greater than the number of foreigners travelling in Poland. Accordingly, any reduction in passport fees or the abolition of other restrictions could only be effected to the extent that Poland is afforded other advantages in compensation for facilitating journeys abroad — in no case could this be applied to all journeys abroad.

The view advanced by the Sub-Committee in favour of a return to the conditions obtaining before 1914 — *i.e.*, the abolition of the obligation to possess a passport — is at present inadmissible and could in no case be accepted by the Polish authorities, though they realise the benefits which such a departure would confer on international tourist traffic. The Polish authorities will be unable for a long time to come to forgo the control of persons leaving for, or coming from, abroad.

As regards visas, the Polish authorities maintain their former view that it is impossible to abolish the obligation to have a visa, either as a general rule or in virtue of international agreements.

As regards facilities for the obtaining of passports and visas and control at frontiers, the Polish authorities would point out that passport control at frontiers has been still further simplified and is effected comparatively promptly, so that train stops at almost all frontier stations have recently been considerably curtailed. Simultaneous examination at frontier stations has been modified to the extent that, in consequence of the expiration of the Upper Silesia Convention, such examination has been abolished at stations in the territory of Polish and German Upper Silesia, with the exception of Bytom (Beuthen); the possibility of introducing simultaneous examination on the Polish-Roumanian frontier is under consideration. There is no intention at the moment of extending the system of simultaneous examination to other frontiers.

(Communicated to the Council
and the Members of the League.)

Official No.: C. 356. M. 241. 1937. VIII.
2nd Addendum
(C.C.T. 652(b).)

Geneva, May 10th, 1939.

LEAGUE OF NATIONS

COMMITTEE FOR COMMUNICATIONS AND TRANSIT

PASSPORT SYSTEM

Replies from Governments to the Enquiry on the Application
of the Recommendations of the Passport Conference of 1926

G R E E C E

Translation.)

January 6th, 1939.

The Greek Government cannot contemplate the adoption of the recommendations for a return to the position existing before 1914 in regard to the passport system. There are various serious objections to such a course, the chief of which relate to public safety.

The Greek Government is nevertheless applying the recommendations of the Passport Conference held at Geneva in 1926 and is endeavouring to simplify and facilitate visa formalities for foreign passports, more particularly for the summer tourist period (visas at reduced fees, residence permits valid for four months). Further, special facilities are granted to groups of tourists, teachers or students, persons covered by collective passports and passengers on vessels calling at Greek ports. Special facilities are also granted for frontier traffic and for transit.

Series of League of Nations Publications
VIII. TRANSIT
1938.VIII.3. Addendum.

COMMITTEE FOR COMMUNICATIONS AND TRANSIT

The Committee was composed as follows:

- Mr. D. W. KEANE (appointed by the United Kingdom Government), Representative of the United Kingdom on the International River Commissions (*Chairman*).
- M. J. DE RUELLE (appointed by the Government of Belgium), Legal Adviser to the Ministry for Foreign Affairs (*Vice-Chairman*).
- M. H. HUNZIKER (appointed by the Council of the League of Nations in agreement with the Government of Switzerland), Director-General of the Department of Posts, Telegraphs and Telephones (*Vice-Chairman*).
- His Excellency M. G. DE BLANCK Y MENOCAI (appointed by the Government of Cuba), Envoy Extraordinary and Minister Plenipotentiary in London.
- His Excellency M. A. DE CASTRO (appointed by the Government of Uruguay), Envoy Extraordinary and Minister Plenipotentiary in Belgium and the Netherlands.
- His Excellency M. A. DIETRICH DE SACHSENFELS (appointed by the Government of Hungary), Admiral, Envoy Extraordinary and Minister Plenipotentiary, Delegate to the International Danube Commission and to the Permanent Technical Hydraulic System Commission of the Danube.
- M. F. HOSKIÆR (appointed by the Government of Denmark), Director of the Ministry of Public Works.
- His Excellency M. N. ITO (appointed by the Government of Japan), Envoy Extraordinary and Minister Plenipotentiary in Poland.
- M. Pierre KIRSANOFF (appointed by the Government of the Union of Soviet Socialist Republics), Chief of the International Relations Service at the People's Commissariat for Communications.
- M. A. KRAHE (appointed by the Government of Spain), Engineer for Roads and Bridges.
- M. V. KRBEČ (appointed by the Government of Czechoslovakia), Engineer, Consul-General at Hamburg.
- M. M. LAHAUSSOIS (appointed by the President of the Council of the League of Nations in agreement with the Government of France), formerly Inspector-General of Roads and Bridges.
- M. V. MODEROW (appointed by the Government of Poland), Vice-Chairman of the Polish Delegation to the Danzig Harbour Board.
- M. M. NORDBERG (appointed by the Government of Finland), Consul-General, Commercial Attaché at Paris.
- His Excellency Dr. A. DE VASCONCELLOS (appointed by the Government of Portugal), Envoy Extraordinary and Minister Plenipotentiary, former Permanent Delegate to the League of Nations, former President of the Council and Minister for Foreign Affairs.
- Dr. CHING-CHUN WANG, M.A., Ph.D., LL.D. (appointed by the Government of China), Representative of the Ministry of Railways and Director of the Government Purchasing Commission in London.
- A member to be appointed by the Council of the League of Nations in agreement with the Argentine Government.
-

PERMANENT COMMITTEES¹

I. Committee for Maritime Ports and Navigation.

Sir Norman HILL, Bart. (*Chairman*).

(a) *Committee for Maritime Ports:*

M. Léon DENS, Senator (Belgium).
Captain M. NORTON, former Director of the Portuguese Lighthouse Service.
A British member.
A French member.

(b) *Committee for Maritime Navigation:*

M. G. BRETON, Shipowner (France).
M. J. V. VAN DER HOUVEN VAN OORDT, former President of the Netherlands Shipowners' Association.
M. ITO.
M. Arthur H. MATHIESEN, former President of the Norwegian Shipowners' Association.
The Hon. W. Leslie RUNCIMAN, of the Shipping Company Walter Runciman & Co., Ltd.,
Member of the Council of the Chamber of Shipping of the United Kingdom.

II. Committee for Inland Navigation.

M. A. DELMER, Secretary-General of the Department for Roads and Bridges at the Belgian Ministry of Public Works.
M. DIETRICH DE SACHSENFELS.
Mr. KEANE.
M. KRBEČ.
M. F. L. SCHLINGEMANN, Chief Engineer, Director of the Rijkswaterstaat (Netherlands).
A French member.
A Yugoslav member.

III. Committee for Transport by Rail.

M. M. CASTIAU, Secretary-General of the Belgian Ministry of Transport. . . }
M. C. M. GRIMPRET, Vice-President of the General Council of Roads and } *Bureau.*
Bridges and of the High Council of Public Works of France . . . }
Sir Francis DENT, former Chairman of the Railways Committee of the Second General
Conference on Communications and Transit, ex-Managing Director of the South-
Eastern and Chatham Railway.
Dr. H. GRÜNEBAUM, Ministerial Counsellor at the Federal Ministry of Commerce and
Communications, Vienna.
M. KRAHE.
M. F. MOSKWA, former Head of Division at the Polish Ministry of Communications.
Dr. CHING-CHUN WANG.
A Soviet member.
A Swiss member.
M. Albert REGNOUL, Honorary Deputy-Director of the Paris-Lyons-Mediterranean
Railway Company (*Technical Adviser assisting the Chairman*).

IV. Committee on Electric Questions.

M. DE VASCONCELLOS (*Chairman*).
A British member.
A French member.
A Swedish member.

The following will be invited to take part in the work of the Committee:

The Chairman of the International Executive Committee of the World Power Conference;
A representative of the "Conférence internationale des grands réseaux électriques à
haute tension";
A representative of the "Commission électrotechnique internationale";
A representative of the "Union internationale des producteurs et distributeurs d'énergie
électrique".

¹ At its twenty-first session, the Committee, in view of the imminence of the election of a new Committee by the Assembly and the appointment of members by the Council, decided not to arrange for the replacement of members of Committees who had died or resigned. However, it instructed its Chairman to make the necessary nominations, in agreement with the chairmen of such Committees as might be called upon to meet before the appointment of the members of the new Committee by the Council (see page 27).

V. Committee on Road Traffic.

- M. NORDBERG (*Chairman*).
Mr. C. A. BIRTCHNELL, Assistant Secretary, Roads Department, Ministry of Transport of the United Kingdom.
M. Pierre Al. GHICA, Permanent Delegate of the Royal Ministry for Foreign Affairs of Roumania to the Central Council of International Tourist Traffic.
Dr. Heinrich ROTHMUND, Chief of the Police Division of the Swiss Federal Department of Justice and Police.
M. Václav ROUBIK, former Minister, engineer, former Director of the Czechoslovak Ministry of Public Works.
M. José N. URGOITI, Civil Engineer (Spain).
M. P. A. VALSINGER, Head of the Roads Section and Deputy Director-General of the Swedish Department of Roads and Bridges.
M. C. WALCKENAER, former Inspector-General of Mines at the French Ministry of Public Works.

VI. Legal Committee.

- M. G. NAUTA, Barrister at Rotterdam (*Vice-Chairman*).
Mr. W. E. BECKETT, Assistant Legal Adviser, Foreign Office.
M. Jan HOSTIE, Barrister at the Brussels Court of Appeal, former Legal Adviser at the Belgian Ministry for Foreign Affairs, former Secretary-General of the Central Commission for Rhine Navigation.
M. René MAYER, Maître des requêtes honoraire au Conseil d'Etat de France, Professor at the Ecole libre des sciences politiques, Paris.
M. MODEROW.
His Excellency Dr. Ivan SOUBBOTITCH, Permanent Delegate of the Kingdom of Yugoslavia to the League of Nations, *Privatdozent* of the Faculty of Law, University of Belgrade.

VII. Budget Sub-Committee.

- The Chairman-in-office of the Committee for Communications and Transit (*Chairman*).
M. DE CASTRO.
M. HOSKIÆR.
M. DE RUELLE.
Three other members, to be appointed.
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RECORDS OF THE WORK OF THE TWENTY-FIRST SESSION OF THE COMMITTEE FOR COMMUNICATIONS AND TRANSIT

Present: All the members of the Committee with the exception of His Excellency M. de Blanck y Menocal, who was replaced by M. C. Blanco, First Secretary of the Cuban Legation in London; M. Hoskiær, replaced by M. C. V. Jensen, Director of the State Inspection Service of Private Railways in Denmark; M. Ito; M. Kirsanoff; M. Krahe; His Excellency Dr. de Vasconcellos; Dr. Ching-Chun Wang, replaced by His Excellency Dr. Hoo Chi-tsai, Director of the Permanent Office of the Chinese Delegation accredited to the League of Nations. M. Blanco, M. Jensen and M. Hoo Chi-tsai were nominated by the President of the Council in agreement with the Governments concerned.

The following also attended the Committee's meetings:

For the International Labour Office (I.L.O.):

M. H. VON HAAN, replacing the Head of the Labour Conditions Section.

For the Central Office for International Transport by Rail:

M. E. RUFFY, Doctor of Law, Secretary of the Office.

For the International Touring Alliance (I.T.A.):

M. P. DUCHAINE, Secretary-General.

M. R. HENDRICKX, Expert, Barrister at the Brussels Court of Appeal.

For the International Association of Recognised Automobile Clubs (I.A.R.A.C.):

Colonel G. PÉRON, Secretary-General.

For the International Chamber of Commerce:

M. R. JULLIARD, Representative of the International Chamber of Commerce on the Fiscal Committee of the League of Nations.

For the International Aeronautical Federation (I.A.F.):

Colonel M. O'GORMAN, former Vice-Chairman.

For the International Railway Union (I.R.U.):

M. G. PADER, Deputy Secretary-General.

For the International Broadcasting Union:

Mr. A. R. BURROWS, Secretary-General.

The Permanent Secretariat consisted of M. J. L. METTERNICH, Acting Director of the Communications and Transit Section, assisted by M. VAN DISSEL, M. LUKAČ, Mr. TOMBS and Mme. LEHMANN, members of the Section.

I. OPENING OF THE SESSION

M. MODEROW, Acting Chairman, welcomed the members of the Committee, in particular M. HUNZIKER, who had been nominated by the Council in May 1938, in agreement with the Swiss Government, to replace the late M. Herold, and also M. LAHAUSSOIS, who had been nominated by the President of the Council, in agreement with the French Government, as a member of the Committee for its twenty-first session to replace the late M. Silvain Dreyfus.

He further welcomed M. BLANCO, His Excellency Dr. HOO CHI-TSAI and M. JENSEN, and the representatives of the international organisations.

The Acting Chairman said that Dr. Robert Herold, who had been a member of the Committee from the very beginning, had died on April 11th, 1938. He had also the sad duty of informing the members of the Committee who had not been notified before coming to Geneva that the Committee had suffered a further loss in the death of its oldest member, M. Silvain Dreyfus.

He was sure that he was interpreting the feelings of the whole Committee in paying a tribute to the memory of M. Herold and M. Silvain Dreyfus, and in deploring the loss which their deaths inflicted on the Committee.

Dr. Robert Herold, who was one of the highest officials and ablest technicians of his country, had from the first given the Communications and Transit Organisation the benefit of his sound qualities and clear views, which were imbued with wisdom and based on vast experience.

M. Herold had represented Switzerland at the second, third and fourth General Conferences of the Organisation, and was appointed by his country as a member of the Committee from 1921 to 1923, from 1928 to 1930 (in which year he was its Chairman) and from 1931 until his death. He had also been continuously from 1921 until the present year a member of the Sub-Committee for Transport by Rail, of which he had been Chairman in 1922, 1923 and for the past ten years.

He had further been, in 1922 and 1923, a member of the Sub-Committee for Hydro-Electric Questions, and a member of the Sub-Committee appointed in 1922 to give effect to the recommendation made in the Final Act of the Barcelona Conference concerning the better distribution of electric power. He was Chairman of the Committee of Enquiry into the Saar Railways in 1922, and of the Sub-Committee on certain questions raised by the Council of the League during its examination of Polish-Lithuanian Relations in 1929 and 1930.

Further, in 1931, M. Herold had been nominated by the Chairman of the Committee, as the result of a request from the Austrian Government, to carry out a special enquiry into the administration and policy of Austrian railways. He had already collaborated in a study relating to those railways in 1923.

Lastly, he had been a member of the Special Committee of Experts to Study the Reform of the Organisation for Communications and Transit from 1935 to 1937, on which, with his knowledge of the Organisation's activities, needs and procedure, he was able to play an active and useful part in the preparation of its new Statute.

The members of the Committee needed no reminder of the irreparable nature of the loss it had suffered through the death of M. Silvain Dreyfus. M. Silvain Dreyfus had always had a scrupulous respect for the standing and traditions of the Communications and Transit Organisation. By his perspicacity, clear thinking and true appreciation of the interests at stake, he had been able to find equitable solutions for the most delicate problems, and formulas which could be accepted by all. He had done much to maintain the complete consistency of the Committee's work.

He had terminated his career in the highest Public Works post in France, where, on reaching the age-limit, he was appointed five years ago an Honorary President of the General Council of Bridges and Highways and of the Higher Council of Public Works.

Delegate of France to the third and fourth General Conferences on Communications and Transit, and to the Conference on the Measurement of Vessels employed in Inland Navigation, he had been a member of the Committee since 1924 and its Chairman in 1931. He had also been Chairman of the Permanent Committee in Inland Navigation since 1924. He had been a member of the Sub-Committee on the Passport Regime in 1925 and of the Sub-Committee on certain questions raised by the Council during its examination of Polish-Lithuanian relations in 1929 and 1930. He had participated in the work of the Committee of Enquiry on Questions relating to Public Works and National Technical Equipment since 1932 as a representative of the Transit Committee, and of the Committee of Experts (1936) to consider the documentary material collected regarding national public works. He had been a member of the Special Committee of Experts for the Study of the Reform of the Communications and Transit Organisation. Lastly, the Acting Chairman had recently asked him to represent the Organisation on the International Committee on Public Works of the International Labour Office, and M. Moderow had been glad that M. Silvain Dreyfus had been able to accept that mission, for which he was so eminently qualified.

The Acting Chairman added that he had sent telegrams of condolence to the Swiss Federal Council and to the French Government on behalf of the members of the Communications and Transit Committee and of the Committees to which the deceased members had belonged, and also on his own behalf.

The Acting Chairman also paid a tribute to the memory of:

M. Launay, member of the Committee on Electric Questions, and

M. Bonachi, member of the Committee for the Unification of River Law,

who had both died since the last session.

Members rose and observed one minute's silence.

The Acting Chairman informed the Committee of the resignation of M. Sinigalia and M. Speluzzi from membership of the Committee.

II. ELECTION OF THE OFFICERS OF THE COMMITTEE

On the proposal of M. Krbeč, the COMMITTEE elected Mr. KEANE as Chairman by acclamation, and on the proposal of M. Nordberg, M. DE RUELLE and M. HUNZIKER as Vice-Chairmen.

III. PROGRAMME OF WORK

The COMMITTEE adopted its agenda (Annex 1) to which it decided to add the question of the consequences of the floods caused by the breaking of the dykes of the Yellow River, which had been referred to it by a note dated July 28th, 1938, from the Secretary-General of the League, transmitting a letter of July 26th, 1938, from the representative of China on the Council of the League (Annex 2).

It also decided that, in accordance with the practice hitherto adopted, its discussions would be private.

IV. REPORT BY M. MODEROW ON THE MISSIONS CARRIED OUT BY HIM AS CHAIRMAN SINCE THE LAST SESSION OF THE COMMITTEE

M. MODEROW supplied the following information on the decisions and appointments he was called upon to make in the exercise of the powers vested in him by the Statute and Rules of Procedure of the Committee.

I. *Appointments.*

The Chairman had made the following appointments:

(a) M. DE RUELLE as Chairman of the Special Committee on Signals at Level-crossings, following upon the resignation of M. Mellini;

(b) Mr. BIRCHNELL as British member of the Permanent Committee on Road Traffic and the Special Committee on Signals at Level-crossings, to take the place of Mr. Franklin, retired;

(c) M. VALSINGER, member of the Committee on Road Traffic, as representative of the Committee for Communications and Transit at the eighth International Road Congress, held at The Hague in June 1938, in the place of M. Nordberg, who was unable to attend;

(d) M. Silvain DREYFUS as the Committee's representative on the International Public Works Committee of the Labour Organisation.

M. LUKAČ was also, on the Chairman's suggestion, appointed by the Secretary-General as his deputy or substitute.

2. *Representation of the Committee at the First Session of the Committee for the Co-ordination of the Work of the Economic and Financial Organisation, held at Geneva on July 11th and 12th, 1938.*

The Assembly, at its eighteenth ordinary session in 1937, had adopted a resolution in which it invited the Council to set up a Committee to consider the structure and functions of the Economic and Financial Organisation of the League, more particularly with a view to extending the basis of international co-operation in the economic and financial spheres. The Council had set up this Committee on January 28th, 1938, and received a report from it on May 7th, 1938.

In its report, the Committee put forward, *inter alia*, a number of suggestions, to two of which the Council had devoted particular attention at its last (one-hundred-and-first) session in May 1938. These proposals were:

(a) That a Co-ordinating Committee should be set up, under the presidency of a Chairman appointed by the Council, composed of the Rapporteurs to the Council on Economic and on Financial Questions, of representatives of the Economic and Financial Committees, of the Chairmen of the other permanent committees of the Economic and Financial Organisation and of a representative of the Communications and Transit Organisation. In addition, the Director of the International Labour Office was to be invited to attend the meetings of the Co-ordinating Committee;

(b) That this Committee should be empowered to co-ordinate the work undertaken by the Economic and Financial Organisation, in pursuance of decisions of the last Assembly, with particular reference to the problems of quotas, exchange control and raw materials.

On May 13th, 1938, the Council had approved the Committee's report and adopted the following resolution:

" The Council,

" Having examined the report of the Committee appointed to consider the structure and functions of the Economic and Financial Organisation of the League of Nations:

" (1) Approves the proposal contained in the report under consideration for the appointment of a Co-ordination Committee, and instructs the Secretary-General to send out the necessary invitations;

" (2) Instructs the Secretary-General to invite the Rt. Hon. S. M. Bruce, High Commissioner for Australia in London, to serve as Chairman of this Committee and to determine what action, if any, should be taken in execution of that report before the next ordinary session of the Assembly, more particularly for the purpose of carrying out the decisions of the last Assembly;

" (3) Transmits the report on the structure and functions of the Economic and Financial Organisation to the Assembly."

Mr. Bruce had agreed to act as Chairman of the Co-ordinating Committee, and had summoned its first session for July 11th, 1938, at Geneva.

On June 16th, 1938, the Secretary-General had written to the Chairman of the Communications and Transit Committee requesting him, in order to give effect to the Council's resolution, to take a decision regarding the representation of the Communications and Transit Organisation on the Co-ordinating Committee. He had added that that Committee would draw up a memorandum dealing with such specific questions as might be submitted for discussion to the forthcoming Assembly.

In view of the representative character of the Co-ordinating Committee, it had appeared appropriate that the Communications and Transit Organisation should be represented by the

Chairman of the Communications and Transit Committee. Accordingly, M. Moderow had attended the first session of the Co-ordinating Committee. An account of the Committee's work is contained in its report.¹

As that document indicated, the Co-ordinating Committee, at its first session, had carried out a survey of questions, falling within the economic and financial sphere, which appear on the agenda of the forthcoming Assembly. It had devoted special attention to the question of the standard of living; but the agenda of the Assembly contained, in addition, a whole series of questions closely linked with that of the standard of living, such as housing, agricultural credits, nutrition and the forthcoming European Conference on Rural Life.

As the Co-ordinating Committee pointed out in its report to the Assembly, all those items of the agenda represented varying aspects of a single problem—namely, that of the standard of living.

In view of the direction taken by the Committee's proceedings, as outlined above, none of the questions which were of special interest to the Communications and Transit Organisation was considered by the Committee at its first session.

3. *Constitution of a Special Committee for the Codification of Road Law.*

Members of the Committee would recall that, in the course of the discussions in the Second Committee of the Assembly in 1936, the delegate of Denmark had expressed the hope that the Organisation for Communications and Transit would secure a wider degree of uniformity in traffic regulations and road signals. He had urged the Organisation to be active in the pursuit of its efforts to achieve an international code in the matter of road traffic and road signals, and to consider the desirability of revising the existing Conventions and perhaps rearranging the provisions of those Conventions with a view to a more systematic presentation. The Second Committee had accepted this suggestion, and the Assembly had approved it. The Communications and Transit Committee, at its twentieth session, had adopted in this connection a resolution which was reproduced on pages 23 and 24 of the records of the work of that session.²

In that resolution, the Committee requested the Committee on Road Traffic to study the question and submit a report in due course.

The Committee on Road Traffic, at its twelfth session, held from April 24th to 30th, 1938,³ had undertaken a preliminary examination of the question, and suggested that it should be studied by a small committee, the composition of which would be decided by the Communications and Transit Committee in agreement with the Chairman of the Committee on Road Traffic.

After discussion with the latter, and taking duly into account the need for representing both the various technical aspects of the problem and the several geographical divisions of Europe, the Chairman had decided that the Committee in question should be composed of five members, and had invited for the purpose M. WALCKENAER, M. BIRCHNELL and M. ROTHMUND, all three of whom were members of the Committee on Road Traffic, M. HOSTIE, Member of the Legal Committee, and M. Charles DE SZÉCHY, Doctor of Law, Engineer and Technical Adviser to the Hungarian Ministry of Trade and Communications.

The report of the first session of that Committee was placed on the agenda of the present session.

4. *Effect to be given to the Decision taken by the Committee at its Twentieth Session in connection with the Civil Liability and Compulsory Insurance of Motorists.*

Members of the Committee would recall that a resolution had been adopted, at the twentieth session, concerning steps to be taken to proceed with studies relating to the civil liability and compulsory insurance of motorists. The Committee, having taken note of the preliminary drafts of uniform laws prepared by the Committee of Jurists set up by the Rome International Institute for the Unification of Private Law, had authorised its Chairman to set up a special committee consisting of experts on legal matters, road traffic, and insurance, to study the drafts submitted. It had further been decided that the Rome International Institute should be invited to appoint two representatives as members of the committee, and that the latter might invite various interested organisations, such as the International Chamber of Commerce, international organisations of motorists, insurance associations, etc., to send representatives *ad audiendum* to attend its meetings.

The Chairman had given close attention to the constitution of this committee. In his view, the basic notion ought to be that appropriate measures should be taken to give certain important countries, not members of the League—if they did not take part in any subsequent activities of the Transit Organisation in this sphere—an opportunity of taking part in a conference when its agenda included the examination of draft conventions.

The prospects to-day were admittedly less favourable than a year previously and a satisfactory solution would probably prove difficult to attain. At the same time, the Chairman had found that, in connection with other problems taken up by the Transit Organisation, it had proved possible to adopt methods which successfully circumvented obstacles of a similar nature. The Chairman therefore expressed the hope that despite the existing situation it would prove possible for the Communications and Transit Organisation to pursue and bring to a successful conclusion the work undertaken in connection with civil liability and compulsory insurance.

¹ Document A.16.1938.II.

² Document C.380.M.256.1937.VIII.

³ Document C.203.M.111.1938.VIII.

Subject to the above considerations, the Chairman thought that the constitution of a committee of seven, to which the two representatives of the Rome Institute should be added, might be contemplated. With a total membership of nine, the committee would offer sufficient guarantees for the effective fulfilment of the task to be entrusted to it. Conversations had already taken place with regard to the selection of suitable persons, but the Chairman was not yet in a position to submit to the Committee a complete list of the proposed experts.

Meanwhile, the I.A.R.A.C. and the International Chamber of Commerce had referred the preliminary drafts, for study, the first to its Legal Committee and the second to a Committee on Motorists' Insurance. The Communications and Transit Committee would no doubt be informed in due course of the results of the work of those bodies, and would thus be enabled both to undertake an examination of the texts prepared by the legal experts called together by the Rome Institute, and to take account of the comments submitted by the interested organisations thereon.

The COMMITTEE approved the action taken by its Chairman, and thanked him for the manner in which he had carried out his tasks.

V. COMMUNICATIONS FROM THE SECRETARIAT

M. METTERNICH submitted to the Committee the following communications:

(a) *Annual Report of the Memel Harbour Board for 1937.*

In accordance with Article 7 of Annex II to the Memel Convention of May 8th, 1922, the Memel Harbour Board has to submit to the Lithuanian Government an annual report, a copy of which has to be sent to the Communications and Transit Committee. The Secretariat has not yet received the report for 1937.

(b) *Customs Exemption for Liquid Fuel used in Air Traffic.*

M. METTERNICH referred to a communication dated June 23rd, 1938, in which the Secretariat had transmitted to the Committee, for information, the letters from the United Kingdom Government to the Secretary-General, dated April 26th and June 8th, 1938, concerning the action taken by that Government as a result of the Council's decision of January 23rd, 1936, authorising His Majesty's Government to make the necessary arrangements to open in London, for signature by European Governments, Members and non-members of the League of Nations, an Agreement¹ concerning the Customs exemption of liquid fuel and lubricants used in air traffic.

In the first of the above-mentioned letters, the United Kingdom Government explained that it had been in communication since the end of 1936 with all European Governments, with a view to carrying out the mandate entrusted to it. As, however, the correspondence had given rise to many different points, His Majesty's Government had come to the conclusion that a conference afforded the best prospect of obtaining international agreement on the matter in question, and therefore proposed to take the necessary steps to invite European Governments to a Conference in London. The Secretary of State for Foreign Affairs of the United Kingdom begged the Secretary-General to inform the Members of the Council of the intentions of His Majesty's Government in that connection.

In a letter dated June 8th, 1938, the United Kingdom Government pointed out that, in the course of the diplomatic correspondence, the question had been raised of the desirability of providing for the inclusion of non-European Governments by making provisions in the original draft Agreement for the accession of such Governments. In view of the importance of air communications in Africa and Asia, His Majesty's Government was of the opinion that non-European Governments should be invited to participate in the forthcoming Conference on the same basis as European Governments. As the mandate entrusted to the United Kingdom Government under the above-mentioned decision of the Council mentioned only European Governments, the Secretary of State for Foreign Affairs of the United Kingdom Government requested the Secretary-General to inform the Members of the Council of His Majesty's Government's intention of inviting all countries to participate in the forthcoming Conference. The Secretary-General complied with this request.

M. Metternich added that the Belgian Government, in a letter dated July 26th, 1938, had announced its willingness to support the United Kingdom Government's proposal that the draft international agreement for the Customs exemption of liquid fuel and lubricants used in air traffic should be open for signature by non-European Governments.

(c) *Transport and Transit of Electric Power and Regime of the International Exchange of Electric Power in Europe.*

At the twentieth session of the Committee, the Secretariat sent in a communication on the question of the transport and transit of electric power and the regime of the international exchange of electric power in Europe. It mentioned that the question was still being studied in detail. The

¹ See *Official Journal*, February 1936, page 111.

present political situation in Europe, especially Central Europe, had in some countries entirely transformed the regime of the international exchange of electric power. The process of evolution was far from complete and, at the present moment, future developments and possibilities could not be foreseen. The study had therefore had to be broken off, since the data at the Secretariat's disposal had largely ceased to be accurate. The Secretariat would follow the problem closely, and would submit a survey of the present situation to the Committee at its next session.

(d) *Reform of the Calendar.*

Members of the Committee were informed of the decision of September 1937, in which the Council supported the Committee's conclusions, and accordingly withdrew the question of the reform of the calendar from its agenda.

The Governments' replies to the enquiry undertaken with a view to carrying out the Council's resolution of January 1937, received by the Secretariat after the close of the Committee's twentieth session, had been summarised and embodied in a document (Annex 3).

Examination of these new replies—fourteen in number—showed that they could be distributed among the different categories established by the Committee at its last session¹ in fundamentally the same way as the replies already analysed. It therefore seemed unnecessary for the Committee to change the decision taken.

(e) *Budget of the Communications and Transit Organisation for 1939.*

The original draft budget approved by the members of the Budget Sub-Committee has been adopted by the Supervisory Commission, and will be laid before the Assembly at its next session. This draft (Annex 4) is not appreciably different from the 1937 and 1938 budgets.

(f) *Missions carried out by the Representatives of the Organisation and the Secretariat.*

M. METTERNICH observed that, in its report to the 1937 Assembly, the Second Committee had pointed out that one of the most important activities of the Communications and Transit Organisation was that of establishing relations with the technical organisations and manifestations, which were particularly numerous in the sphere of communications, in order to avoid lacunæ or overlapping. The Second Committee observed that such relations, ensured by the participation of those bodies in the work of the Organisation, and conversely by the Organisation's participation in their work, had brought about a direct contact which had given very satisfactory results.

Annual Meeting of the Permanent International Commission of Navigation Congresses.

As usual, M. Schlingemann, representing the Committee at the International Navigation Congress, attended the meeting of the Permanent International Commission of the Congress, held at Brussels in May 1938 (see Annex 5).

Eighth International Road Congress.

M. Moderow's report on the missions carried out by him as Chairman since the last session of the Committee pointed out that M. Valsinger had replaced M. Nordberg as the Committee's representative at the eighth International Road Congress, held in June and July 1938 at The Hague. M. Valsinger's report is reproduced in Annex 6. In addition, the Netherlands Government invited the Secretary-General of the League to send a representative to the Congress, and he appointed the Acting Director of the Communications and Transit Section to carry out that mission.

Finally, the League of Nations took part in the Exhibition "De Weg" arranged by the Organisation Committee of the eighth International Road Congress on the occasion of that Congress. The various activities of the Organisation for Communications and Transit with regard to road traffic were exhibited in the form of pictures and illustrative models. It appears that the League of Nations stand aroused considerable interest among specialists and the general public.

Further, M. Metternich pointed out to the Committee that the International Road Congress had recommended that "the Permanent International Commission and the Executive Bureau of the Permanent International Association of Road Congresses should appoint an International Committee for the purpose of studying the progress of the unification of road accident statistics. The Committee should take into consideration as well the principles of the report, dated May 28th, 1937, of the League of Nations Committee,² as the present conclusions". The Committee is to submit its report by December 31st, 1940 (see also the Secretariat's note, reproduced in Annex 7). It would have been preferable to fix the date on which the International Committee to be set up was to send in its report, in such a way as to enable it to take into consideration any observations from Governments on the Committee's recommendations for the unification of statistics relating to road accidents. The Congress furthermore expressed the desire that "the Permanent International Commission and the Executive Bureau of the Permanent International Association of Road

¹ See document C.380.M.256.1937.VIII, page 39.

² Document C.276.M.179.1937.VIII.

Congresses should appoint an International Committee for the purpose of studying the basis for international comparability of traffic censuses in relation to road accidents". The Committee was to submit its report by December 31st, 1940. The question was of great importance, and deserved to be closely followed by the representative sent by the Committee for Communication of Road Congresses.

Colonel O'GORMAN (F.A.I.) noted that recommendation No. 4 of the Hague Congress¹ mentioned only two main causes of accidents, the first of which was the "defective construction of the road". The Special Committee appointed by the House of Lords in the United Kingdom to study the question had observed that some accidents might be attributed to causes not included in that category, as for instance the presence on the road at the same time of traffic units moving at different speeds, the excessive density of traffic, the impossibility in some cases of indicating the direction to be taken, etc. Thus the wording was not sufficiently wide to cover all cases. In the United Kingdom, for instance, if it were taken literally, it would account for only 1% of accidents, whereas from a general standpoint it should cover 77% of accidents. If there were still time, therefore, the possibility of widening the scope of the paragraph should be admitted.

M. METTERNICH explained that the point had also been raised in the Communications and Transit Organisation's Committee for the Unification of Statistics relating to Road Accidents. Item 8 of the Committee's report² to some extent answered Colonel O'Gorman's question.

The CHAIRMAN thought that, in the present circumstances, the Committee could not yet make a proposal in the direction indicated by Colonel O'Gorman. It would be better to wait for the next meeting of the Committee for the Unification of Statistics relating to Road Accidents.

Inaugural Meeting of the Permanent International Committee for the London-Istanbul Highway (see the Secretariat's note reproduced in Annex 8).

M. METTERNICH reminded the Committee that M. Valsinger had been appointed in 1935 by the Chairman of the Committee to represent the Committee at the International Conference on the London-Istanbul Highway, held at Budapest in September 1935, at which Conference it had been decided, *inter alia*, to set up a Permanent Committee. M. Metternich had represented the Secretary-General at the inaugural meeting of the Committee, which took place at Budapest on October 27th and 28th, 1937. The chief objects of the meeting were:

- (1) To draw up regulations for the organisation and working of the Committee;
- (2) To study and discuss reports on technical questions and problems of tourist traffic and Customs and the organisation of road traffic, referred to in the resolutions of the Budapest Conference of September 1935.

As would be seen from Article 2 of the Regulations adopted at Budapest (Appendix to Annex 8), the representative of the Communications and Transit Organisation was one of the titular members of that Committee, in addition to the delegates of the countries through whose territory the road passes, and certain official and private organisations. In accordance with a decision of the Committee, the Hungarian Government had officially informed the Secretary-General of the constitution of the Committee.

The CHAIRMAN expressed the Committee's satisfaction at the relations thus established between the Permanent International Committee for the London-Istanbul Highway and the Communications and Transit Organisation, and proposed that the Committee should decide that a representative of the Organisation should be a titular member of the Permanent Committee.

Agreed.

In addition to the above-mentioned missions, M. METTERNICH referred to the meetings of the following organisations in which the Secretariat had taken part:

International Association of Recognised Automobile Clubs (meetings at Paris, October 14th-16th, 1937, and Stockholm, June 13th and 14th, 1938);

International Railway Union (meetings at Naples, November 22nd-24th, 1937, and Bucharest, May 12th-24th, 1938);

International Commission for Air Navigation (meeting at The Hague, May 30th-June 3rd, 1938);

International Air Traffic Association (meeting at Budapest, June 30th-July 2nd, 1938);

International Broadcasting Union (meetings at Nice, November 29th-December 8th, 1937, and Ouchy, June 20th-29th, 1938);

¹ See Annex 6, Appendix.

² Document C.276.M.179.1937.VIII, page 2.

present political situation in Europe, especially Central Europe, had in some countries entirely transformed the regime of the international exchange of electric power. The process of evolution was far from complete and, at the present moment, future developments and possibilities could not be foreseen. The study had therefore had to be broken off, since the data at the Secretariat's disposal had largely ceased to be accurate. The Secretariat would follow the problem closely, and would submit a survey of the present situation to the Committee at its next session.

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The CHAIRMAN thought that, in the present circumstances, the Committee could not yet make a proposal in the direction indicated by Colonel O'Gorman. It would be better to wait for the next meeting of the Committee for the Unification of Statistics relating to Road Accidents.

Inaugural Meeting of the Permanent International Committee for the London-Istanbul Highway (see the Secretariat's note reproduced in Annex 8).

M. METTERNICH reminded the Committee that M. Valsinger had been appointed in 1935 by the Chairman of the Committee to represent the Committee at the International Conference on the London-Istanbul Highway, held at Budapest in September 1935, at which Conference it had been decided, *inter alia*, to set up a Permanent Committee. M. Metternich had represented the Secretary-General at the inaugural meeting of the Committee, which took place at Budapest on October 27th and 28th, 1937. The chief objects of the meeting were:

- (1) To draw up regulations for the organisation and working of the Committee;
- (2) To study and discuss reports on technical questions and problems of tourist traffic and Customs and the organisation of road traffic, referred to in the resolutions of the Budapest Conference of September 1935.

As would be seen from Article 2 of the Regulations adopted at Budapest (Appendix to Annex 8), the representative of the Communications and Transit Organisation was one of the titular members of that Committee, in addition to the delegates of the countries through whose territory the road passes, and certain official and private organisations. In accordance with a decision of the Committee, the Hungarian Government had officially informed the Secretary-General of the constitution of the Committee.

The CHAIRMAN expressed the Committee's satisfaction at the relations thus established between the Permanent International Committee for the London-Istanbul Highway and the Communications and Transit Organisation, and proposed that the Committee should decide that a representative of the Organisation should be a titular member of the Permanent Committee.

Agreed.

In addition to the above-mentioned missions, M. METTERNICH referred to the meetings of the following organisations in which the Secretariat had taken part:

International Association of Recognised Automobile Clubs (meetings at Paris, October 14th-16th, 1937, and Stockholm, June 13th and 14th, 1938);

International Railway Union (meetings at Naples, November 22nd-24th, 1937, and Bucharest, May 12th-24th, 1938);

International Commission for Air Navigation (meeting at The Hague, May 30th-June 3rd, 1938);

International Air Traffic Association (meeting at Budapest, June 30th-July 2nd, 1938);

International Broadcasting Union (meetings at Nice, November 29th-December 5th, 1937, and Ouchy, June 20th-29th, 1938);

¹ See Annex 6, Appendix.

² Document C.276.M.179.1937.VIII, page 2.

International Telegraphic, Telephonic and Radio-Communications Conferences (meeting at Cairo, February 1st-April 12th, 1938);¹

International Chamber of Commerce: Committee on Barriers to Commercial Motor Transport and Automobile Insurance and the Road Transport Committee (meeting at Paris, June 7th-10th, 1938) (a report on the work of these Committees is given in Annex 9);

International Public Works Committee of the International Labour Office (meeting at Geneva, June 27th-29th, 1938).

(g) *Request from the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, Vienna.*

The Council examined the question at its ninety-ninth session, and, endorsing the opinion of the Legal Committee of the Transit Organisation, considered that it had regularly laid before it a request submitted by the company in question under Article 320 of the Treaty of St. Germain-en-Laye. It then proceeded, on September 29th, 1937, to the appointment of arbitrators. The resolution adopted by the Council on this subject was communicated to the members of the Committee on October 20th, 1937.

The arbitrators fixed by ordinance the periods within which memoranda and counter-memoranda should be submitted and the amount of the funds necessary to enable the Arbitral Tribunal to come into operation.

The company having withdrawn its request and the Governments of the two States territorially concerned having offered no opposition to such withdrawal, the Arbitral Tribunal, in its award of June 29th, 1938 (Annex 10), gave recognition to this withdrawal, and rejected various pleas of intervenor lodged on behalf of priority bondholders of the railway company.

(h) *Request from the Noskovci-Slatina-Nasice Local Railway Company, Ltd., Belgrade.*

The question relating to the petition from this company had been referred by the Council to the Committee for Communications and Transit, which had entrusted it to a Committee of three experts. In April 1934, this Committee had expressed the opinion that the dispute could be settled by friendly agreement, and, without taking a decision on the question whether Article 304 of the Treaty of Trianon applied in this case, had requested the parties once more to enter into negotiations with a view to arriving at an agreement.

At its nineteenth session, the Committee was informed that the petitioning company no longer believed it possible to arrive at an agreement of this kind. The Committee therefore decided to invite the Committee of Experts to resume its examination of the question. Shortly after this resolution, and on the very day of the meeting of the Committee of Experts—namely, December 13th, 1935—the Secretary-General of the League of Nations was informed, by letter of December 12th, that the Yugoslav Government, acting in agreement with the representative of the petitioning company, wished the Committee to stay its examination of the question, as direct negotiations then in progress between that Government and the company were drawing to an end and there was every reason to hope that they would result in a friendly settlement. This communication was supplemented by a *note verbale* from the permanent delegate of Yugoslavia dated December 13th, 1935, announcing that, on December 11th, 1935, an agreement had been concluded and signed at Belgrade between the Ministry for Communications and the company's representative regarding the stay of examination of the company's petition. In those circumstances, the Committee of Experts had no option but to stay the examination with which it had been entrusted.

On July 15th, 1938, the Noskovci-Slatina-Nasice Local Railway Company sent the Secretary-General of the League a letter informing him that the Yugoslav Government had finally settled the matters which it had brought before the League of Nations during the years 1934 and 1935, and asking him to be so good as to inform the Committee to that effect. In these circumstances, the company withdraws its request for the appointment of arbitrators under Article 304 of the Treaty of Trianon.

(i) *Report by the Secretary-General on the Measures taken in Execution of the Decisions of the Assembly or of Previous General or Limited Conferences.*

Among the documents which, by the new Statute, have to be submitted triennially to the Assembly, is a report by the Secretary-General of the League on the measures taken to give effect to decisions of the Assembly or of earlier conferences, general or limited.

This report—the draft of which is now in preparation²—contains an outline of the necessary information relating to the above measures taken by the Secretary-General of the League. For each step taken by the Secretary-General in application of the various resolutions and decisions of the Assembly and conferences, it defines the character and essential contents of the communication (generally a circular letter) addressed to the Governments concerned with regard to the action in question. Then the report states from which session of the Assembly or from what general or limited conference the question treated arose, either directly or indirectly, that is, through the intermediary of the Council or of the Committee for Communications and Transit or one of its Committees, or of a Government.

¹ See also Chapter IX and Annex 14.

² After the session of the Committee, this report was published under document A.20.1938.VIII.

Lastly, the report defines the purpose of each of these communications from the Secretary-General—namely, whether they are simply for the information of Governments, or are communications requiring a reply or detailed information from Governments, or requests for a reply from Governments to a questionnaire, or for observations or remarks on a draft agreement or convention, communicated by the circular letter in question, or, finally, requests to Governments to state their attitude towards some action contemplated (for example, the conclusion of an instrument).

To the foregoing is added, in respect of each communication by the Secretary-General, a brief note of the action, if any, taken by Governments, or of the results to which each step has led, or of the sources whence information about such action or results can be obtained.

When the Secretary-General's report is published, it will naturally be forwarded for information to members of the Committee, who will doubtless take note of it with interest.

(j) *Technical Co-operation between the Chinese Government and the Organisation for Communications and Transit.*

Detailed information is given in the document which has been circulated to members of the Committee (see Annex II).

The CHAIRMAN thanked M. Metternich for these various communications, of which the COMMITTEE took note.

VI. REPORT OF THE COMMITTEE ON ROAD TRAFFIC ON ITS TWELFTH SESSION,
HELD AT GENEVA FROM APRIL 25TH-30TH, 1938

The CHAIRMAN asked M. Nordberg, Chairman of the Committee on Road Traffic, to comment on the Committee's report.¹

Revision of the International Conventions of April 24th, 1926, relative to Motor Traffic and Road Traffic, and of the Convention of 1931 on the Unification of Road Signalling.

M. NORDBERG explained that the Committee had begun the revision of the International Conventions of 1926 and 1931 relative to motor traffic and road traffic and signalling. The Committee's report, it should be noted, merely embodied the results of a preliminary exchange of views which was to serve as a starting-point for a more detailed study. The Committee thought that the work should be continued by a small committee to be appointed for the purpose by the Committee for Communications and Transit. This small committee had already been set up, and had held a first session.

M. LAHAUSOIS thought that it would be useful, nevertheless, for the Commission to exchange views on the principles by which the members of the Road Traffic Committee seemed to have been guided in their current proceedings. The 1926 Convention had merely defined the conditions to be satisfied by motor-vehicles in order to receive international authorisation to travel on the public highway. Those conditions were extremely simple, and could easily be verified by the competent officials when motor-vehicles were crossing the frontier. The Committee on Road Traffic apparently contemplated superseding the Convention by a kind of Highway Code, the provisions of which would have to be complied with by all vehicles and drivers before receiving international authorisation to travel.

Some of the clauses proposed by the Committee gave a clear impression that it would be a regular Highway Code; for instance: the paragraph proposed regarding the upkeep of vehicles and involving inspection of the steering and braking apparatus, lighting devices, etc., and the provision that "every driver of any kind of vehicle must at all times be in a position to control its speed". This meant, therefore, the introduction of several changes as compared with the 1926 Conventions, and he accordingly felt that the proposals of the Road Traffic Committee should be examined forthwith. In his view, it would be better to keep within the framework of existing Conventions and not try to enact provisions of a statutory character. If the Committee thought certain safety measures indispensable, it would be better to embody them in recommendations to States, so that the latter could insert them in their national regulations.

M. NORDBERG pointed out that the situation had changed considerably since 1926, in regard both to motor-vehicle construction and to the volume of traffic, with the result that accident risks had increased. Considerations of safety had led the Committee to recognise the necessity of imposing new conditions to be satisfied by motor-vehicles before giving them international authorisation to travel on the public highway. At the same time, it had, in view of the increasing importance of international traffic, envisaged further facilities for the crossing of frontiers by vehicles and drivers. Safety considerations also had led the Committee to consider the possibility of insisting on periodical inspection of the parts of the vehicle that were most important from the standpoint

¹ Document C.203.M.111.1938.VIII.

of the safety of human life. Recent statistics from the United States of America showed that, at the annual compulsory inspection required by certain States, about 70% of motor-vehicles were found to have defective brakes.

M. LAHAUSOIS replied that, if the main consideration was safety, attention should first be directed to the question of compulsory insurance of motor-vehicles, which was a first-class safety measure. Subject to the general observations already made, he communicated the criticisms expressed by the competent French authorities on certain points of detail.

On page 3 of the report of the Committee on Road Traffic, it was proposed in paragraph I (d) that heavy vehicles should be compulsorily equipped with a sound-amplifying device, enabling drivers to hear the warning devices of road-users wishing to overtake them.

He did not believe that at the present time any such device existed, sufficiently powerful and tested by experience, for its compulsory use to be recommended in a Convention.

Paragraph I (f) stipulated that every motor-vehicle, with the exception of motor-cycles (2- or 3-wheeled) should be fitted at the rear with a red- or amber-coloured light, which would light up automatically as soon as braking began. The possibility of making such devices compulsory had been studied in France, but it had not yet been possible to select a system efficient enough to justify its being made compulsory.

In paragraph II (page 3) there was a reference to the registration number being "clearly . . . affixed". That expression was not quite correct, seeing that registration involved both letters and figures. It was not the number which was clearly affixed, but the registration sign. It would be better to say: "The registration sign clearly . . . affixed".

Paragraph VI (page 4), reading "If, by rapidly lighting and extinguishing his headlights in turn, the driver of a motor-vehicle shows that he is dazzled, the driver of the vehicle whose headlights are dazzling him must at once dim them", was strongly objected to by the competent authorities in France. At first sight, the provision might seem useful, but on closer examination it would be seen that its application might produce lighting effects on roads which would be extremely dangerous, not only to the motorist suffering from dazzle, but to all other road-users.

Paragraph VII (page 4) specified that, in the case of a string of vehicles coupled to one another, or of a road train, "the foregoing provisions (regarding lighting) shall apply to the first vehicle as regards the front lights and to the last vehicle as regards the rear lighting". Would it not be more expedient to propose that each vehicle should have the lighting devices prescribed for vehicles travelling singly, seeing that a road train, for instance, might have large gaps between each vehicle, in which case the lighting provided for in this paragraph would seem to be inadequate? The second sub-paragraph of the same paragraph read: "Every motor-vehicle drawing one or more trailers must bear a special signal, consisting of a yellow triangle in a blue rectangle. This signal must be illuminated at night; it must be clearly visible, and must as far as possible be placed symmetrically in relation to the axis of the vehicle."

Would it not be advisable, he enquired, to define where such a signal should be placed—whether at the front or at the back of the tractor vehicle? He did not wish to go into further details at the moment, but would ask merely that these remarks should be recorded in the Minutes, so that the competent Committees could bear them in mind, to the extent they considered advisable, when continuing their work.

M. METTERNICH, replying to M. Lahaussis' remarks on the question of compulsory insurance, explained that this problem, together with the question of the civil liability of motorists, had been fully studied by a special Committee of the Rome International Institute for the Unification of Private Law. The Institute had ultimately prepared two preliminary draft Conventions, one dealing with each of the two questions. These drafts had been submitted, at its last session, to the Committee for Communications and Transit, which had decided to entrust the examination of the problem as a whole to a special committee. As indicated by the Chairman at the opening of the present session, it had not yet been possible to set up this committee, but steps were being taken, and it was to be hoped that it would shortly be able to start work.

Referring to M. Lahaussis' remarks on the conclusions of the Committee on Road Traffic, M. Metternich pointed out that so far that Committee had merely held a preliminary exchange of views, and had not adopted any final conclusions. A Committee of Experts had been asked to continue the study of the question, and had held a first session from July 25th to 27th, 1938. At that session, the Committee had already come to realise that it would be difficult to secure the adoption of some of the provisions regarding the equipment of vehicles by all the countries parties to the 1926 Convention relative to Motor Traffic. In those circumstances, it would seem premature to embark upon a detailed discussion; it would perhaps be better to await the results of the work of the Committee of Experts and, if desirable, of the Committee on Road Traffic. The former expected, moreover, to hold another session this year.

M. LAHAUSOIS thought that the best procedure would be, as soon as the work was completed and the drafts prepared, to refer them to the various Governments for observations. The text could then be re-examined in the light of the replies received.

M. METTERNICH pointed out that that was the procedure usually adopted. The Committee, however, would have to decide, after examining the drafts prepared, whether and when they should be referred to Governments.

M. LAHAUSSOIS expressed himself fully satisfied with those explanations.

Colonel PÉRON (I.A.R.A.C.) said that he could reply to the criticisms expressed by M. Lahaussais on certain points of detail, but preferred not to do so, since the proposals of the Committee on Road Traffic were not final, but were subject to amendment.

Action taken on Certain Decisions reached by the Committee on Road Traffic at its Eleventh Session.

I. Unification of the Direction of Road Traffic.

Mme. LEHMANN reminded the Committee that, at its eleventh session, the Committee on Road Traffic had recommended that States in whose territory traffic still kept to the left should, when renewing transport material, take the necessary preparatory steps in order that the direction of traffic might be changed with the minimum of expense when the time came. The Committee had approved this recommendation, which should, therefore, have been brought to the knowledge of the Governments concerned. The Secretary-General of the League of Nations considered, however, that, in view of its financial consequences in particular, this recommendation was too wide in scope to be transmitted to Governments until it had first been approved by the Council. The Committee for Communications and Transit had also instructed the Road Traffic Committee to extend its enquiries regarding the unification of the direction of road traffic to non-European countries. In the light of this decision, the Secretariat considered it preferable to postpone the transmission of the recommendation concerning the renewal of transport material until the general enquiry was more advanced. The Committee on Road Traffic had approved that view, and had explained how it thought the enquiry should be conducted in the case of non-European countries. The Committee thought that a questionnaire should be sent to those States requesting them to indicate (1) the direction of the traffic in their territory; (2) whether that direction had been changed at any time, and if so, for what reasons; and lastly (3) whether they proposed to change it.

The COMMITTEE for Communications and Transit approved the decision reached by the Road Traffic Committee on this subject, and adopted the following resolution:

“ The Committee,

“ Having examined the report of the Committee on Road Traffic on its twelfth session:

“ Takes note of that report and approves its conclusions;

“ Requests the Secretary-General of the League of Nations to proceed to an enquiry among non-European Governments regarding the direction of road traffic, by means of a questionnaire to be sent to those Governments, with a request for replies to the following questions:

“ (1) What is the direction of road traffic in their territory ?

“ (2) Whether that direction has been changed at any time (state where necessary the reasons why it was changed);

“ (3) Whether they are now proposing to change it.”

VII. REPORT OF THE COMMITTEE OF EXPERTS FOR THE CODIFICATION OF ROAD LAW ON ITS FIRST SESSION, HELD AT GENEVA FROM JULY 25TH TO 27TH, 1938

M. METTERNICH read the report drawn up by the Committee of Experts for the Codification of Road Law (Annex 12).

M. NORDBERG suggested that such proposals as might be put forward by the Committee of Experts on the termination of its work should be examined first by the Committee on Road Traffic, as the Committee of Experts was working on subjects with which the Committee on Road Traffic was permanently concerned.

The CHAIRMAN suggested that the Committee should take note of the report and invite the Committee of Experts to continue its work, it being understood that the results would be examined in the first place by the Committee on Road Traffic.

Agreed.

VIII. SIGNALS AT LEVEL-CROSSINGS

M. DE RUELLE, Chairman of the Special Committee for the Study of Signals at Level-crossings, gave an account of the studies undertaken by the Transit Organisation, and reminded the Committee that it had set up a Special Committee, consisting of both railway and road experts, to examine that question. At its last meeting, in April 1938, the Special Committee had drawn up a preliminary draft Convention on the basis of its previous work and in the light of the replies resulting from the consultation of Governments. Draft technical Regulations containing detailed provisions relating to signals at different types of level-crossings were annexed to the Convention. He then analysed the report of the Special Committee (Annex 13).

The CHAIRMAN thought the question at issue was whether the work had advanced sufficiently for the Committee to recommend the Council of the League to convene an international conference.

M. DE RUELLE said that that was the Special Committee's impression.

The CHAIRMAN stated that the United Kingdom Government had already notified the League that it would be unable to accede to the draft Convention; but that should not prevent the Committee from going forward.

M. LAHAUSOIS said that the French Administration thought the studies were sufficiently advanced for a conference to be convened. While the French Government accepted the draft almost in its entirety, it nevertheless made a reservation with regard to Article 9 of the draft Regulations, relating to level-crossings without gates but with automatic signals. That article provided that the red light signal should be accompanied by a sound signal. The French Administration was of opinion that this sound signal would cause complications for motorists; and he therefore asked that the provision be deleted.

M. DE RUELLE said that that objection had been raised by the French member of the Special Committee, who had observed that motorists would take no notice of the sound signal. It was pointed out, however, that it would to a certain extent be useful to pedestrians and cyclists.

M. LAHAUSOIS said he would prefer the provision to be deleted altogether.

M. KRBEČ had a few remarks to make. It was said in the observations on Article 2 of the draft Regulations that, although uniformity was to be recommended in the matter of colour, it should be considered whether red and white, or red and light yellow, were satisfactory in all circumstances. The combination of red and white had been abandoned in Czechoslovakia in favour of black and white. Black was more visible in snow, and, moreover, red faded in course of time.

M. DE RUELLE said that most of the members of the Special Committee had been of opinion that the colours recommended were the most visible, and therefore the most practical.

M. DE CASTRO supported M. Lahaussis' proposal to delete Article 9.

Colonel PÉRON (I.A.R.A.C.) asked whether all the Governments would be invited to sign the international Convention, or only the Governments of European countries. He asked the question because an attempt was being made at the present time in the South-American countries to introduce a system of signals known as the Pan-American system, which, unfortunately, would place that continent in a special position. He therefore asked that the Convention should be submitted to all Governments throughout the world.

M. DE RUELLE said that the League always tried to make its Conventions universal. He was sure it would follow the same method in the present case. He urged the need for speedy action, however, because expenditure on signals at level-crossings was under consideration in all countries, in view of the growing danger of level-crossings to motor traffic.

M. LAHAUSOIS noted that two different terms had been used in Articles 10 and 15 of the draft Regulations to express the same idea. Article 10 referred to "a large volume of motor traffic", and Article 15 merely to "motor traffic". The same terms should be used in both cases—viz., "a large volume of motor traffic, not exclusively local".

It might perhaps be advisable, when dealing with level-crossings without gates and signals used by motor traffic, to make an exception in the case of level-crossings used almost exclusively by local traffic. There was, for instance, the case of a road including a level-crossing and leading only to a factory. Such a level-crossing would always be used by the same vehicles.

M. DE CASTRO, replying to a remark made by Colonel Péron with regard to the American system of signals, said that the Secretariat had sent him a letter drawing his attention to the fact that some Latin-American countries adopted the same system of signals as was used in North America. He had forwarded that observation to his Government, and the Automobile

Club of Uruguay had informed him that, up to the present, Uruguay had used the signals provided for by the 1926 and 1931 Conventions, to the exclusion of any other system. Consequently, the Pan-American system was not officially in force in Uruguay.

He suggested that the I.A.R.A.C. and the I.T.A. should be asked to make enquiries of those affiliated or adhering to them in extra-European countries as to the situation, both in law and in practice, in regard to the system of road signalling which was applied, or which it was proposed to apply, in those countries. The results of such enquiries would be made known to the Committee as soon as possible, so that it could take such action as might seem desirable having regard to the commitments involved by the 1926 Convention.

The CHAIRMAN asked the Committee whether the Council should be recommended to convene a conference for the adoption of an international convention on signals at level-crossings.

M. DIETRICH DE SACHSENFELS thought the question had been studied sufficiently to enable the Committee to make a recommendation to the Council at once in the sense suggested by the Chairman.

M. HUNZIKER and M. KRBEČ supported M. de Castro's suggestion.

M. KRBEČ pointed out that two possible methods might be contemplated, both of which had already been employed by the League in the past. Either an international conference could be convened, or a protocol of signature could be opened. In the first case, the Governments would send delegates, who would have an opportunity of submitting amendments to the draft. In the second case, the Governments would have no opportunity of making observations, and hence perhaps many representatives would feel that the question was not sufficiently ripe for such a procedure.

M. DE RUELLE, replying to M. Lahaussais' observation with regard to terminology, pointed out that two different terms had been deliberately adopted in Articles 10 and 15 of the draft Regulations. On a main road, there would have to be a large volume of traffic for the measures to be applicable, whereas, on roads used almost exclusively by local traffic, the provisions suggested would have to be put into force, however small the volume of motor traffic might be.

M. LAHAUSSAIS, before replying to the Chairman's question as to the expediency of recommending the Council to convene an international conference, asked whether the Committee could not agree to delete Article 9 of the draft Regulations.

The CHAIRMAN thought it was not for the Committee to reach such a decision; the forthcoming conference might decide, after discussing the question, whether to maintain the article or not.

He concluded from the exchange of views that the Committee thought the Council might be recommended to convene a conference. He asked whether the Committee was of opinion that not only European but also extra-European States should be invited to attend.

M. METTERNICH drew attention, in this connection, to the report submitted to the Committee on July 15th, 1937.¹ In 1936, the Committee had requested the Council to enquire of the different Governments whether, in their opinion, the programme drawn up might be taken as a basis for the conclusion of an international convention, and whether the Governments would, if called upon, be prepared to take part in a conference convened for that purpose. Enquiries had been made of the Governments, and most of the European countries that had replied to the questionnaire had signified their willingness to take part in an intergovernmental conference. In addition, four non-European countries had stated that they also were prepared to take part—viz., China, Colombia, Egypt and Peru. In those circumstances, he thought the non-European States that had replied in the affirmative to the 1936 enquiry should be invited, as well as the European States. Moreover, it might be stated in the report to the Council that all States notifying their intention of taking part in the conference before a given date—for instance, the date of the opening of the conference—might do so.

M. MODEROW thought the Committee might very well accept the procedure proposed by M. Metternich.

M. DE RUELLE emphasised that the matter was urgent. He thought the Council should be asked to convene the conference as soon as possible, nothing being said, perhaps, with regard to the date.

M. METTERNICH drew the Committee's attention to a report submitted by the Second Committee to the Assembly and adopted by the latter in 1937.² The following passage would be found on page 5:

“ The Second Committee noted with interest the stage which these studies had reached. In view of the importance of the problem to the security of road and rail and the safety of human life, it expresses the hope that it will be possible to conclude an international convention at a Conference to be summoned by the Council in the near future.”

¹ See document C.380.M.256.1937.VIII, page 51.

² Document A.58.1937.VIII.

The Assembly had therefore seen already that the problem was urgent. The Committee could consequently recommend the Council, in its report, to convene the Conference in the near future.

The COMMITTEE was in favour of this procedure and adopted the following resolution:

“ The Committee:

“ Approves and adopts the general report submitted to it by the Special Committee for the Study of Signals at Level-crossings and the preliminary draft Convention annexed thereto;

“ Transmits this document to the Council and requests it to be good enough to convene as soon as possible a conference of the States interested in the conclusion of a convention on signals at level-crossings, such conference to take the above-mentioned preliminary draft Convention as a basis for its discussions.

“ In the Committee's opinion, the States interested which might take part in the conference are all the European States and such non-European States as have already signified a desire to do so—viz., China, Colombia, Egypt and Peru—together with any other State the Government of which may have notified the Secretary-General of the League of Nations, before the opening of the conference, of its desire to participate therein.”

IX. LEAGUE WIRELESS STATION

(a) *Report on the Operation of the Station in 1937.*

At the Chairman's request, M. VAN DISSEL surveyed some points in the report to the Assembly on the operation of the station from January 1st to December 31st, 1937.¹

Introduction.

The work mentioned in the reports on the operation of the station in 1935 and 1936 was completed in 1937. The new installations of the Prangins Transmitting Station came into service on June 15th, 1937, and have proved entirely satisfactory. The new aerials at Colovrex have continued to give excellent results.

The wave-lengths used by the transmitting station have not been changed; the whole of the installations at both the transmitting and receiving stations have worked very satisfactorily and without interruption.

At the Headquarters of the League of Nations, the installation of the new studio was completed in August 1937, and the studio was inaugurated on September 13th, 1937. The apparatus for recording on pliable discs, forming part of the general recording system, was inaugurated on the same day.

Wireless Telephony.

The official wireless telephony service has continued, and has been improved by the use of the new studio installations and recording apparatus, which have proved of great value, especially during sessions of the Assembly, Council and Conferences.

Mention must be made of the Information Section's wireless bulletin, broadcast three times a day throughout the Assembly, in French, English and Spanish.

Private broadcasting continued to develop successfully in 1937. It is to be feared, however, that this traffic will decline appreciably during the year, owing partly to the new situation in Austria and partly to the erection of a Federal short-wave broadcasting station at Schwarzenburg, near Berne.

Special Services.

The Information Section continued the transmission by wireless telegraphy of a weekly bulletin on medium waves in French, and on short waves in English and Spanish.

The official communication by the Secretary-General concerning the Sino-Japanese conflict was broadcast on October 9th, 1937, the English text consisting of 1,920 words and the French text of 2,036 words.

Wireless Telegraph Traffic.

Private traffic, as a whole, increased steadily. Only in December was there an appreciable decline in the incoming traffic, probably due to the fact that, since November 26th, 1937, communication with Shanghai has become impracticable owing to hostilities in China.

¹ Document A.14.1938.VIII.

To summarise, the traffic increased by 94,077 words, as compared with 1936, and reached 447,233 words in 1937.

Press traffic increased slightly, particularly during the Assembly, the total figure being 20,115 words in 1937, as compared with 7,419 words in 1936.

The *official traffic* in Government telegrams has declined by 28,365 words since 1936. This decline is probably due, not only to the more restricted activity in 1937, but also to the regular transmission of the wireless telegraphic bulletin of the Information Section.

Financial Results of the Operation of the Station.

The figures in the report show that the financial results were satisfactory in 1937, as there was a surplus of 21,382.37 Swiss francs, which reduces the total deficit for the period 1932-1937 to 15,433.93 Swiss francs.

(b) *Relations between the Radio-Nations Station and the International Telecommunications Union and Other Questions of Interest to the League of Nations, discussed at the International Telecommunications Conferences held at Cairo from February 1st to April 12th, 1938.*

M. VAN DISSEL summarised the information to be found in the note by the Secretariat (Annex 14). In its report on the work on the Communications and Transit Organisation for the year 1936/37, the Second Committee of the Assembly had expressed the opinion that, in regard to the necessary contact between the League organ which is responsible for the efficiency and working of the station and the various international technical bodies dealing with questions of telecommunications, the position needed adjusting; and it drew the Assembly's attention to the importance which it attached to the efficient operation of the station, and expressed the hope that this might be facilitated by the friendly collaboration of the Governments and organisations referred to, particularly at the administrative conferences of the International Telecommunications Union, which were to meet at Cairo in February 1938. The Assembly adopted the report and conclusions of the Second Committee.

To give effect to the resolution adopted by the Committee for Communications and Transit at its twentieth session, and in accordance with the Assembly's wish, the Secretary-General made a study of the question. Being of opinion that the Radio-Nations Station, placed at the League's disposal, occupies a special and unique position from the juridical standpoint, and that, in accordance with the international acts that have been concluded on this subject, responsibility for the efficiency and working of the station had been entrusted to the League, he arrived at certain conclusions, and drew up for submission to the Cairo Conference a list of desiderata which, in his opinion, were calculated to ensure to the competent body referred to an adequate degree of collaboration in the different organisations of the International Telecommunications Union.

The Secretary-General also decided to instruct the Secretariat's wireless expert, M. van Dissel, to represent him at the Telecommunications Administration Conferences in Cairo, in order to obtain a settlement of the question of the future representation of the Radio-Nations Station at general telecommunications conferences and meetings of the International Advisory Committees set up by them.

After negotiations that took place at Cairo between M. van Dissel and certain delegations, the Secretary-General's desiderata were put forward at the Cairo Conferences as proposals of the French Administration, seconded by the Swiss and several other Administrations, and the following text was adopted by the Telegraphic and Telephonic Conference and the Wireless Communications Conference:

" Since the Radio-Nations Station placed at the disposal of the League of Nations occupies a special position from the juridical point of view, neither the rules of procedure of the International Telecommunications Conferences, nor Article 31 of the General Wireless Communications Regulations nor Article 94 of the General Telegraphic Regulations can apply to it. To remedy this situation, it has been decided that the League of Nations department responsible for the Station may be represented in an advisory capacity at international telecommunications conferences and at meetings of the international advisory committees set up by them. Invitations for the above department shall be addressed and communicated to the Secretary-General of the League of Nations by the Office of the International Telecommunications Union. The League of Nations undertakes to contribute to the general expenses of meetings of the international advisory committees on the same basis as private enterprises and international bodies."

It was decided that this text should be included in the list of decisions and recommendations of the Cairo Conferences, contained in the Berne edition of the Telegraphic and Telephonic and Wireless Communications Regulations. It thus becomes an official instrument of the Conferences and the juridical basis of future collaboration between the competent body of the League of Nations and the International Telecommunications Union.

Apart from technical questions connected with the operation of the station, such as monetary equivalents, unification of tariffs and the allocation of wave-lengths, the Cairo Conferences dealt with another question, not only of interest to the Radio-Nations Station, but even more directly affecting the communications between the League and its Members in times of emergency—viz., the question of call-signs for aircraft carrying out transport duties for the League. The Conferences accepted certain amendments to the general regulations concerning the call-signs for such aircraft.

The COMMITTEE adopted the following resolution:

“ The Committee,

“ Having taken note of the Secretary-General's report on the operation of the League wireless station during the year 1937, and the report of the Secretary-General's representative at the International Telecommunications Conferences held at Cairo in 1938:

“ Observes with satisfaction that the operation of the station continues under very favourable conditions;

“ Has pleasure in noting the decisions taken by the Cairo Conferences, which, having regard to the special juridical position of the Radio-Nations Station, enable the League body responsible for the efficiency and working of the station to co-operate adequately in the work of the various bodies of the International Telecommunications Union;

“ Requests the Assembly to be good enough to approve the decisions of the Cairo Conferences;

“ Deems it desirable that the Secretariat should continue its study of the means by which the competent body of the League of Nations could in the future be enabled to co-operate in the most suitable way with certain other international technical organisations dealing with questions of telecommunications.”

X. REDUCED RAILWAY FARES FOR STUDENTS TRAVELLING ALONE

M. METTERNICH read a note by the Secretariat transmitting a request for reduced railway fares for students travelling alone, put forward by the Committee of Representatives of Students' International Organisations (see Annex 15).

M. PADER (I.R.U.) observed that the request submitted to the Committee raised a question of principle and a question of procedure. As to the principle, the Committee had to decide whether it regarded as desirable the grant of reduced railway fares to students, for any single journey and for whatever purpose, on presentation of the student's international identity-card.

As to the question of procedure, if the Committee acknowledged the justice of this request and wished to support it, it might contemplate the solution proposed, which was to put the question before the I.R.U. It appeared, however, from the report of the International Confederation of Students (Annex 15, Appendix) that the Board of Management of the I.R.U. had twice expressed the opinion that it was not within its province to deal with travel privileges of this kind, but that the question was one solely for national railway administrations. It was to be apprehended that if the Union had this question before it a third time, its Board of Management would still arrive at the same conclusion.

The CHAIRMAN, speaking in his capacity of United Kingdom expert, declared that, in his country, the question was a purely commercial one, and was within the province of the private railway companies.

M. LAHAUSOIS explained that, in France, it was considered a difficult matter to grant facilities to all students merely on presentation of the student's international identity-card. It was felt desirable to establish some stricter method of control, which, however, would occasion considerable practical difficulties. For that reason the Société nationale des Chemins de Fer was reluctant to take the step proposed.

M. DIETRICH DE SACHSENFELS considered that from the humanitarian point of view the proposal was of interest. But, in practice, it was merely, so to speak, flogging a dead horse: a student was not a passenger in transit; he went into a foreign country to study; therefore, to stay there for at least a week, and, in that case, he would in most countries obtain a reduction of approximately 50% of the railway fare. For those reasons, he did not think it possible to give effect to the request under consideration.

M. DE RUELLE acknowledged that the proposal was based on grounds which fully merited the Committee's sympathetic consideration. But a large proportion of the railway companies' customers now travelled, if not gratis, at any rate at reduced rates for reasons of social or tourist policy. Moreover, in most countries, the railways were at present working at a loss. He therefore supported M. Dietrich de Sachsenfels' proposal not to give effect to the request addressed to the Committee.

The COMMITTEE adopted the following resolution:

“ The Committee,

“ Having had referred to it by the Executive Committee of the Intellectual Co-operation Organisation a recommendation adopted on October 29th, 1937, by the Committee of Representatives of International Students' Organisations regarding reduced railway fares for students travelling alone,

“ Having examined this question, has come to the conclusion that it does not entail any action on the Committee's part.

“ It instructs its Secretariat to convey to the Intellectual Co-operation Organisation the present resolution and the extract from the records relating to this question.”

XI. CO-ORDINATION OF TRANSPORT

M. METTERNICH reported that, at its twentieth session, the Committee had been informed by the Secretariat that the investigation which it had been asked to undertake was based primarily on replies received by the Secretariat to a detailed questionnaire sent on September 1st, 1936, to the Governments of States Members of the League and non-member States.

Replies had, so far, been received from the Governments of the following States: Argentine Republic, Australia, Austria, Belgium, Brazil, United Kingdom, Bulgaria, Canada, China, Czechoslovakia, Ecuador, Estonia, Finland, France, Greece, Hungary, India, Ireland, Japan, Latvia, Lithuania, Luxemburg, Netherlands and Netherlands Indies, New Zealand, Norway, Poland, Roumania, Siam, Union of South Africa, Sweden, Turkey, Union of Soviet Socialist Republics, United States of America, Yugoslavia.

Some of these replies were very detailed. Some, on the other hand, did not cover the three methods of transport comprised in the enquiry—viz, railways, roads and inland navigation—or suggested that some of the competent administrations had been unable to express an opinion.

The Secretariat had made the necessary translations and classification of the replies. The result of this prefatory work was to be found in a preliminary document, to which M. Metternich drew the Committee's attention.

At its last session, the Committee had authorised its Chairman to appoint, when circumstances were favourable, a committee of experts to follow closely the work of classifying and analysing the data obtained and, in co-operation with the Secretariat, to draw up for the Committee a report of its findings and of the conclusions it reached as a result of the enquiry.

Although it was unnecessary for the Committee to reconsider this resolution, it did seem desirable to provide for an intermediate stage. The Committee might well recommend that the result of the classification of the replies received by the Secretariat should be printed and sent to the Governments by January 1st, 1939. The latter should be asked to revise the information given and to complete it, if necessary. Further, Governments which had not yet replied should be asked to do so without delay.

This proposed consultation would require six months, so that the second stage of the investigation could begin on July 1st, 1939: the information received would be classified systematically and summarised under the guidance of the Committee of Experts mentioned in the 1937 resolution already referred to. Moreover, it would be supplemented, particularly in respect of countries which had not replied, by various data obtained from the League of Nations Library and the Information Centre of the Transit Section (laws, decrees, publications, etc.). The third stage would then be reached. This documentation work would serve as a basis for the special committee responsible for drawing up conclusions.

M. BLANCO informed the Committee that a National Transport Committee had been set up in Cuba in February 1938 to study methods of co-ordinating different modes of transport.

M. METTERNICH reported that the Secretariat had just been informed that a National Transport Committee had also been set up in Denmark, and that that Committee's work would be finished by January 1st, 1939. There was consequently reason to expect that the Danish Government's reply to the questionnaire would reach the Secretariat shortly after that date.

The COMMITTEE approved the procedure outlined above regarding future work in this field.

XII. AGREEMENTS, CONVENTIONS, ETC., CONCLUDED UNDER THE AUSPICES OF THE LEAGUE OF NATIONS: POSITION AS REGARDS SIGNATURES, RATIFICATIONS OR ACCESSIONS

The COMMITTEE took note of the document submitted by the Secretariat.¹

¹ Document R.R.C.T.7.

XIII. PASSPORT SYSTEMS

Results of the Enquiry made among Governments regarding the Application of the Recommendations of the 1926 Passport Conference.

At the request of the Chairman, M. METTERNICH explained that the document circulated¹ contained extracts from the replies by Governments to the enquiries made in 1936 into the application of the recommendations of the Passport Conference, and received after the close of the Committee's twentieth session. He recalled a resolution adopted by the Committee at that session, whereby it decided to examine at its next session the replies of Governments as a whole and the resulting situation.

The CHAIRMAN asked members of the Committee whether they had any observations to make on this subject.

The COMMITTEE decided to confine itself to taking note of the situation resulting from the information received.

XIV. IDENTITY-PAPERS FOR THE FLYING STAFF OF AIR TRANSPORT UNDERTAKINGS

M. DE RUELLE mentioned that, in certain quarters concerned with air navigation, his attention had been called to the desirability of settling a difficulty of some practical importance. The Committee appeared to him to be fully competent to deal with the matter. It concerned identity-papers for the flying staff of air transport undertakings. The corresponding staffs engaged in maritime and river navigation enjoyed certain special privileges accorded by bilateral or multi-lateral agreements. The circumstances justifying such special privileges—which consisted in the acceptance of service papers or certificates of proficiency in lieu of passports—could also be invoked on behalf of the crews of aircraft. It was sometimes necessary to replace a member of a crew at a moment's notice; and unexpected journeys had also to be made for which those concerned had not sufficient time to obtain the necessary passports or visas. The solution adopted in the case of maritime and river navigation could, if necessary, be adapted by analogy to the flying staff of air transport undertakings. If the Committee accepted his suggestion, it could appoint a committee to study the question.

M. DIETRICH DE SACHSENFELS thought the proposal a very interesting one, but wondered whether the constitution of a special committee was the right procedure to adopt. He felt it would be more expedient merely to recommend Governments to apply to the flying staff of air transport undertakings the same system as was now applicable to staffs engaged in maritime and river navigation and in railway transport.

The CHAIRMAN, speaking in his capacity of United Kingdom expert, also thought M. de Ruelle's proposal very interesting, but was reluctant to go further than its author and to support M. Dietrich de Sachsenfels' proposal for the adoption, then and there, of a recommendation on the subject. In his opinion it would be better to obtain more detailed information regarding current practice in different countries and the existing bilateral agreements. He supported the procedure advocated by M. de Ruelle.

M. DE RUELLE added that, from the legal point of view, the question was more complicated in the case of air navigation than in that of maritime and river navigation. In maritime navigation, and to a certain extent in river navigation, the principle of freedom of navigation could be invoked. But the rules of air navigation, as defined by the Paris Convention of 1919, were less elastic. That was sufficient reason for undertaking a study of the question.

M. KRBEČ supported M. de Ruelle's proposal in regard to both principle and procedure. With M. Dietrich de Sachsenfels, he acknowledged that the method of appointing a special committee to examine the question was a lengthy one, but he was not convinced that that of adopting a general recommendation would prove to be any more expeditious, for national authorities did not give immediate effect to resolutions and recommendations passed by international organisations. On the other hand, if a committee, after careful examination, expressed a reasoned opinion, results would certainly follow more surely.

M. NORDBERG associated himself with this view.

The CHAIRMAN summarised the Committee's deliberations by proposing that the study of the question raised by M. de Ruelle should be entrusted to a committee of experts. This committee would collect the necessary information and would be empowered to approach international organisations concerned with air navigation. It would submit its report to the Committee in due course.

The COMMITTEE approved the Chairman's proposal.

¹ Document C.356.M.241.1937.VIII, Addendum.

XV. PUBLIC WORKS

M. LUKAČ reminded the Committee that the report submitted to it by the Secretariat at its twentieth session had explained why and in what circumstances the examination of the problem of public works had been transferred to the new International Public Works Committee set up by the International Labour Office.

The activities in which the Organisation for Communications and Transit had been for some years engaged in connection with public works, in close co-operation with the International Labour Office, had been concerned, at the outset, with the study of questions relating to large-scale public works of an international character, which was to have been carried further at the Monetary and Economic Conference in London; later they took the form of an enquiry into national public works, which led, in 1936, to a report by the experts appointed to examine the material collected in the course of the enquiry.

Since then, the Governing Body of the International Labour Office, in pursuance of a decision adopted by the International Labour Conference at its session in June 1937, had set up the new International Public Works Committee, on which, by previous arrangement between the Secretary-General of the League and the Director of the International Labour Office, the Organisation for Communications and Transit had the right to be represented.

This new Committee had met for the first time at the end of June 1938; members of the Communications and Transit Committee had been able to gain an idea of the work done at this first session from the report submitted to them on the subject (Annex 16) and the documents to which it referred (Annexes 17 and 18).

It would be seen from this documentation that the Committee devoted the greater part of this session of drawing up a "uniform plan for the supply of information", on the basis of which the Governments would be asked, through the International Labour Office, to furnish it with particulars of public works in their respective countries. This "uniform plan" contained all necessary details to enable full and mutually comparable particulars for the different countries to be collected for the Committee's use. Consequently, the Committee would not be able, until its next session, which was to be held in the summer of 1939, to proceed to its real business, which was to examine the information received from Governments, to draw the necessary conclusions, and to make any recommendations that might seem desirable.

The COMMITTEE took note of this statement.

XVI. FACILITIES TO BE GRANTED TO BROADCASTING REPORTERS

M. METTERNICH read a note by the Secretariat (see Annex 19). He explained that the question had not yet been officially laid before the Committee. The effect of the conclusions arrived at by the International Committee on Intellectual Co-operation was that the Council should instruct the Organisation for Communications and Transit and the Economic and Financial Organisation to enquire into the question of special facilities for broadcasting reporters and Customs exemption for the exchange of material for sound records. It might, he thought, be advisable to decide at once what procedure should be followed if the Council should think fit to refer the question to the Organisation for Communications and Transit.

The CHAIRMAN accordingly proposed that the Committee should authorise its Chairman to set up a special committee as soon as the question was referred by the Council or the Assembly to the Organisation for Communications and Transit. The special committee might secure the co-operation of the international organisations concerned with the question, and would be asked to report at the next session of the Committee for Communications and Transit.

This was agreed to.

XVII. QUESTIONS OF INTERNAL ORGANISATION: COMPOSITION OF COMMITTEES

M. METTERNICH announced the changes that had taken place, through death or resignation, in the composition of the permanent and temporary Committees.

The CHAIRMAN expressed the view that, having regard to the impending election of a new Committee by the Assembly and the appointment of members of that Committee by the Council, this was not the moment to appoint successors to committee members who had died or resigned. If, however, certain replacements should prove necessary, the established procedure might be followed—that was to say, the Chairman might be empowered to make the necessary appointments in agreement with the chairmen of Committees, who might be asked to meet before the Council appointed the members of the new Committee.

This was agreed to.

XVIII. PROPOSAL BY THE CHINESE GOVERNMENT CONCERNING THE MEASURES TO BE TAKEN
AS A RESULT OF THE YELLOW RIVER FLOODS

M. METTERNICH read the letter of July 26th, 1938, sent to the Secretary-General of the League by the representative of China on the Council, and also the Secretary-General's note of July 28th, 1938, communicating the letter to the Committee (Annex 2).

M. HOO CHI-TSAI took the opportunity of recalling that technical co-operation between the League of Nations and China was no new departure. The Chinese Government had frequently had occasion to appreciate the assistance of experts appointed by the League to execute certain major hydraulic works. Two of those experts, in fact, were still in China.

He then stressed the fact that the task of the Committee for Communications and Transit was clearly defined in the last paragraph of the introduction, where it was stated that the Secretary-General would be glad if the Committee would be good enough to give a preliminary opinion as to the technical conditions in which such a task could be undertaken under the responsibility of the League of Nations. Thus, it was not this Committee's duty to decide whether the Chinese Government's application should or should not be accepted; it could only express a technical opinion on the conditions under which such a task could be undertaken. The actual question of co-operation between China and the League of Nations came within the purview of another Committee, which would also be responsible for deciding whether the request now made by China could or could not be accepted.

M. LAHAUSOIS wished to have further details as to the scope of the Chinese request. It referred in this particular case to a large-scale scheme, for which one expert alone would not be sufficient. Was it then proposed to put at the Chinese Government's disposal a number of technical experts who would draw up a scheme? And when that scheme was prepared, did the Chinese Government want the League of Nations to assume responsibility for the execution of the works? That seemed to be a rather serious question.

The CHAIRMAN felt that the Committee could discuss the question more effectively if it were first examined by a Sub-Committee.

M. KRBEČ realised that the proposal involved works which might assume very large proportions and, if he had rightly understood the Chinese Government's letter, the first task would be to draw up a scheme, and then to have the work executed under the League's responsibility. That kind of procedure seemed to go a little beyond the technical co-operation at present existing between China and the League.

M. HOO CHI-TSAI explained that, in this particular case, the Chinese Government wished the experts appointed by the League to be given, not a general mission as usual, but a clearly defined task. In other words, they would have to draw up plans and supervise works.

M. LAHAUSOIS thought that the problem was a very complex one, as, in all probability, works of extensive scope would be involved. It was conceivable, for instance, that the reforestation of huge areas would have to be contemplated. It would be futile, however, for experts appointed by the League to carry out very complex investigations if the Chinese Government subsequently found that they went beyond the scope of its possibilities, for, clearly, huge expenditure would have to be incurred.

M. DIETRICH DE SACHSENFELS said that the water problem in China was an extremely serious one, and could not be compared with the situation in any other country in the world, except perhaps in America. The problem, however, had been studied and solved very differently in China and in America. In China, dykes had been built to protect the population against floods, whereas in America the problem had been tackled from a different angle. In any case, they were dealing here, not with questions of detail, but with an immense general problem, which could not be solved in part. The waterways system would have to be considered as a whole. Moreover, the Chinese Government, in its letter, stated that urgent measures were needed to control the flood, to check its extension and prevent its recurrence. There were no limits to the problem stated in those terms, and it was made still more difficult by the situation prevailing in the country.

The reason why M. Dietrich de Sachsenfels referred to this problem was that he came from a country which, though on a different scale, had had to contend with similar difficulties. Hungary had suffered from very serious floods before the problem was solved by the engineers.

He then gave certain details of the system applied in Hungary and the neighbouring countries as a defence against floods, which system was instituted by the Permanent Technical Hydraulic System Commission of the Danube (see the Minutes of that Commission).

M. HOO CHI-TSAI admitted that the problem was enormous, and that, in present circumstances, it was rather difficult to solve. For the time being, the Chinese Government would merely ask the experts to cope with urgent requirements—viz., to stop the Yellow River floods, which so far had not fallen, but were continuing to rise, and to prevent their recurrence next year. There would thus be no question of reforestation or other works, but rather of trying to arrest the

catastrophe, thus alleviating the sufferings of large numbers of the population. China, moreover, did not overlook the difficulties arising from the present situation.

M. MODEROW agreed that the Committee should confine itself to expressing a preliminary opinion on the technical conditions in which such a task could be undertaken. It had therefore a limited task. To express an opinion on the technical conditions, however, it was necessary to have very full information, and that was not the case at present. It would therefore be necessary to appoint a Sub-Committee as soon as possible, which would be able to supply the Committee with all the requisite data.

The CHAIRMAN proposed that a Sub-Committee be appointed to study the question, and suggested that it should consist of the following three members: M. DE RUELLE, M. DIETRICH DE SACHSENFELS and M. KRBEČ.

The Chairman's proposal was adopted.

Report submitted by the Sub-Committee.

M. DE RUELLE explained that the Sub-Committee had been instructed to examine the problem of the Yellow River floods, which were a catastrophe affecting a very large population, distributed over vast areas. No one, he felt, could remain indifferent to such a calamity. The note on this subject communicated to the Committee by the Secretary-General (Annex 2) limited the Committee's task very definitely, seeing that the Secretary-General had asked the Committee in what circumstances the League of Nations could assume the technical responsibility of proposing works and supervising their execution. The draft report read: "the technical conditions in which such a task, if accepted, could be undertaken under the responsibility of the League of Nations". The Sub-Committee's duty had merely been to reply to this question, and it had drawn up its report.

He then read the Sub-Committee's draft report.¹

M. de Ruelle added that, during the Sub-Committee's consideration of the problem, the question had arisen whether it would not be better to go deeper into the matter and mention, as an instance, what had been done in the case of other rivers—more particularly the Danube—whose courses offered difficulties similar to those presented by the Yellow River. Ultimately, the Sub-Committee felt that it would be better for the time being to confine itself to the general aspects of the problem.

M. LAHAUSOIS thought that the report submitted was a remarkable document, but observed that in discussing the measures to be taken to remedy the present situation it referred only to the execution of works. Was that expression wide enough? After all, it would require rectification works of a very protracted character. Would it be possible to wait for their completion before giving the population the help it needed? The measures suggested by M. Dietrich de Sachsenfels—the organisation of a service for forecasting and reporting floods—would in no way remedy the present situation. It would, however, be much quicker to organise such a service than to execute works, and it would have the advantage of keeping the population informed of threats of floods and enabling them to take the necessary measures of precaution in good time, thus saving thousands of human lives. The report should therefore either expressly refer to such an organisation or use more general expressions than the words "execution of works".

M. DIETRICH DE SACHSENFELS supported M. Lahaussais' proposal, especially as it was stated in the Chinese representative's letter that "urgent measures are needed to control the flood, check its extension and prevent its recurrence".

It was true that the Chinese had been faced with the problem for the past four thousand years and knew that no solution could be found in a few days, or even a year. Abstract studies, however, would not save human lives. What would be the sole effective method that could be applied, either immediately or later, in order to help the victims? Having had practical experience of the question for many years, he thought that there was only one effective way of helping China at present—namely, to organise a flood-warning service similar to that which had proved its value in connection with the Danube. Although the Danube was only half the length of the Yellow River, it too was a river flowing across a plain and carrying down a large quantity of silt and loess, and a method that had worked well for fifteen years could usefully be applied in China.

It would be easy to apply such a system if China were mistress of the whole territory in question; but that was not so. That was where the good offices of the League of Nations would come in, with a view to facilitating the execution of the works and co-operation between the two parties for a common object.

He then showed by means of a diagram that the Yellow River was dangerous only in the last part of its course, from the spot where it ceased to flow south and described a curve towards the east, on its way to the sea. At that spot, its size was increased by three tributaries, quite different from it in character, which washed down large quantities of loess and caused the floods. The territory to be covered by the proposed flood-warning service was under Chinese control, but the floods took place in the plain towards the east. No results could therefore be obtained

¹ This report with the alterations adopted by the Committee during the discussion, is given in Annex 20.

unless the League went a step further and told China that it was prepared to help it with its good offices and to undertake to persuade the Japanese Government to co-operate as far as possible in work from which it too would benefit.

All the difficulties arising from the present state of affairs must be eliminated. That was the League's task, and it possessed means to accomplish it.

It was the Committee's duty to indicate the extent of the problem and the impossibility of doing anything in the immediate future—*i.e.*, in the twelve months before the next floods. The latter generally took place from about June to September. By the time the next floods came there should be a fully-prepared organisation on the spot, complete with proper defence-equipment. That would all have to be explained to the Council, and stress laid on the fact that advantage should be taken of experience in connection with the Danube and a mission sent to China for the purpose, consisting of an international Commissioner to negotiate with the parties concerned and a number of engineers to take all necessary steps to organise a flood-warning service.

M. MODEROW said that he also had some experience of the question, as he was connected in his own country with the administration of a large river—the Vistula. He was not sure, however, that he quite agreed with M. Dietrich de Sachsenfels. It would be better for the Committee to confine itself to its terms of reference; it had only been called on to study the technical conditions in which the Chinese Government's request could be granted by the League. The Committee had not been instructed to study the question of the measures which should be taken to deal with the floods, and it was not competent to discuss them. He was, therefore, very unwilling to assume the responsibility of discussing that question at the present time, because if the Committee decided to do so it would have to appoint a special committee to examine the whole technical side, and, for that reason alone, it would be impossible to come to a decision on that point during the present session. In other words, M. Dietrich de Sachsenfels' proposal appeared to be outside the Committee's terms of reference.

In M. Moderow's opinion, the small Sub-Committee instructed to report on the question had done its work very well in explaining clearly the technical conditions in which the League of Nations could undertake the task required of it.

He therefore proposed that the Sub-Committee's report should be adopted, as the Committee could not assume the responsibility of advocating any measures.

M. NORDBERG agreed with M. Moderow. He had been specially struck by one expression in the report—namely, the words "under the responsibility of the League of Nations". There was no reference to that in the letter from the representative of China.

The CHAIRMAN pointed out that the words had been taken from the Secretary-General's own communication.

M. KRBEČ spoke as a member of the Sub-Committee. First, with regard to the question of "responsibility", raised by M. Nordberg, views might differ, but the Sub-Committee had taken the following view of the matter: the Secretary-General had sent the Committee a note in which he defined its task. He had placed a certain interpretation upon the letter from the representative of China, and the Sub-Committee had felt bound to use the same terms as those used by the Secretary-General in specifying what the Committee had to do. The adoption of those terms would therefore appear to be most necessary.

Secondly, the members of the Sub-Committee had all agreed on the report as a whole, except for a small difference of opinion between two members and M. Dietrich de Sachsenfels on a single point: the flood-warning system and the reference to another river, the Danube, where such a system existed. M. de Ruelle and M. Krbeč himself had held another view. Personally, he had thought that the establishment of a flood-warning service was only one of many methods which should be discussed when the League experts ultimately put forward suggestions for solving the problem. The report by the Committee of Experts on Hydraulic and Road Questions in China¹ to which reference was made in the Sub-Committee's report, advocated a large number of other technical methods: raising the dykes, fixing of the mean river-bed, reforestation, vegetation, construction of reservoirs, etc. Thus, in Europe at any rate, there were many possible technical ways of dealing with such a situation. It would therefore be better to avoid indicating one method without mentioning all the others. There was a further reason—namely, that the Committee had no information about conditions on the spot. How, then, could they advocate one technical method in preference to another? It would be much wiser to keep to generalities and say, as in the report, that "the details of the measures proposed could be determined with complete satisfaction and with the necessary accuracy only by technical experts sent to the spot".

M. LAHAUSSOIS thought it was useless to consider what had been done in the case of other rivers. The technical experts' professional training would have supplied them with sufficient information to enable them to apply to the Yellow River what had been done elsewhere. With regard to the Committee's report, the expression "execution of the works" seemed too restrictive, and it would be preferable to use more general terms. He confessed that "responsibility" struck him as both vague and dangerous. The League should not be saddled with too many burdens. He preferred the word "authority".

The CHAIRMAN shared M. Lahaussais' hesitations with regard to the use of the word "responsibility", but feared that the Committee might appear not to be replying to the question which had been put to it.

¹ Document C.91.M.34.1936.VIII.

M. LAHAUSOIS presumed that the expression used did not mean that once the League had started it would be caught up in the machinery and would have to complete the works, however vast the plans put forward by the engineers might be.

M. DE RUELLE thought that the Committee was not competent to alter the terms of the question. If it did so, other changes might be asked for elsewhere, and they might go off the rails. The problem was undoubtedly very complicated, but the Committee had to consider one point only—namely, whether it would be possible, from the technical point of view, for the League to plan certain measures, and what the conditions governing the execution of those measures would be.

The Secretary-General had interpreted the letter from the Chinese Government as he thought fit, and M. de Ruelle himself thought that interpretation right. He referred to the second paragraph of M. Wellington Koo's letter, and added that, since the Secretary-General had considered that the word "responsibility" should be used, it was not for the Committee to discuss that decision. He proposed that the present text be retained.

M. Hoo Chi-tsai thanked M. de Ruelle for his account of the report and the great sympathy he had expressed with the Chinese population. He also wished to pay a tribute to all members who had submitted observations with a view to making the document as complete as possible. The discussion had opened with some remarks by the French member. There had been talk of organising a flood-warning service in China. M. Hoo Chi-tsai agreed with those who had been opposed to any mention of such a service in the report, for two reasons: first, the object of the report was not to mention all the possible measures; obviously the effective measures could only be suggested on the spot. The Committee's task was merely to reply to the question which had been put to it. Secondly, a flood-warning service had been in existence in China for a long time, and was very complete.

With regard to M. Lahaussais' other suggestion, M. Hoo Chi-tsai agreed that it would be better to say "execution of the measures", instead of "execution of the works". The letter sent to the Secretary-General referred particularly to the execution of measures, and made no mention of the execution of works. He thought all members of the Committee were in agreement on that point.

M. Dietrich de Sachsenfels had defined the scope of the problem with his usual competence. Personally, M. Hoo Chi-tsai thought that the question raised by the Secretary-General had received a wise and elastic answer in the report. The three pages in question paved the way for future developments. What China asked the League to do was to help it to take "urgent measures to control the flood, check its extension and prevent its recurrence". It was not necessary to embark immediately on immense works. M. Dietrich de Sachsenfels had also mentioned political difficulties which the Committee of Experts might encounter owing to the hostilities. The report had foreseen that possibility and taken it into account.

M. Hoo Chi-tsai wished to thank M. Moderow, whose expression of views provided an answer to the Secretary-General's question. The Committee could not go further.

He also found himself in agreement with those members who wished to retain the term "responsibility", which was very apposite. Financial responsibility, on the other hand, could clearly not come into question; the Chinese Government's letter, in its third paragraph, made China's position perfectly clear in that respect, and the Committee need not fear that the League would be assuming any responsibility of that kind.

He understood that the report contemplated the despatch of two expert missions, the first of a preparatory character, and the second an expert mission properly so called.

M. LAHAUSOIS stated that he noted that part of M. Hoo Chi-tsai's declaration stating that no question of financial responsibility was involved.

The CHAIRMAN said that the League would be free to send out a preparatory mission, the membership of which might be increased subsequently, to examine the problem. He found that the Committee agreed that the word "responsibility" should be taken in a restrictive sense.

M. DIETRICH DE SACHSENFELS reminded his colleagues that his first observation had been that the essential requirement was to ascertain whether the report was acceptable to China. He, for his part, could only concur with China's attitude towards the report, and, that being so, declared himself willing to approve of it. With regard to his earlier remarks, he explained that he had taken as his basis the standpoint expressed in M. Wellington Koo's letter. He agreed that the Committee was not competent to deal with all the technical aspects of the question. He had merely offered a few observations prompted by his own personal experience. His Czechoslovak colleague would forgive him if he believed that experience gained elsewhere was nevertheless applicable to the Yellow River. What the Chinese member called "the organisation of a flood-warning service" was, however, entirely different from what was found on the Danube.

M. DE RUELLE proposed the substitution, in paragraph 4 of page 2, of the words "the existing local conditions" for the words "the present situation on the spot".

M. LUKAČ read the various amendments which had been proposed, and drew attention to the proposed substitution of the word "measures" for the word "works".

The CHAIRMAN congratulated the Sub-Committee on the manner in which it had carried out its task.

The COMMITTEE adopted the Sub-Committee's report (Annex 20), with the various amendments made therein, and instructed its Chairman to transmit it to the Secretary-General.

M. Hoo Chi-tsai reminded the Committee that, apart from the question of works on the Yellow River, which had just been discussed, technical co-operation between the Chinese Government and the Transit Organisation was being carried out on the spot (Annex 11). He also wished, in his personal capacity, to express the Chinese Government's thanks for and keen appreciation of the valuable work done by M. Bourdrez and M. Maux, who had been sent out as experts, and for the great devotion they had shown.

He emphasised the fact that the Chinese Government had asked that the two experts at present in China should remain there, and—a clear proof of the Chinese Government's satisfaction with the work they had done—that a third expert should be sent out.

The CHAIRMAN thanked M. Hoo Chi-tsai for his statement, and suggested, subject to the latter's consent, that the statement should be communicated to these two experts.

M. Hoo Chi-tsai having given his consent, the COMMITTEE decided to transmit his tribute to the two experts.

XIX. AMENDMENT OF THE COMMITTEE'S RULES OF PROCEDURE CONSEQUENT UPON THE ADOPTION OF THE NEW STATUTE OF THE ORGANISATION

M. METTERNICH, at the request of the Chairman, explained that the Council had, on January 29th, 1938, approved the new Statute of the Organisation for Communications and Transit,¹ drawn up by a Special Committee of the Organisation and a small Committee of the Council. The new Statute had come into force on the day of its adoption. At the same time, the Council had considered it expedient to clarify certain points, in order to facilitate the interpretation of the Statute and dispel any possible misunderstanding.² It was now for the Committee to revise the provisions of its Rules of Procedure, in order to bring them into accord with the new Statute, with due regard to the clarifications put forward by the Council.

The CHAIRMAN thought that the work of revision should be entrusted to a sub-committee, and proposed the appointment of a Sub-Committee of three members—namely, M. DE CASTRO, M. MODEROW and M. NORDBERG.

The COMMITTEE adopted the Chairman's proposal.

Report of the Sub-Committee.

The CHAIRMAN asked M. Moderow to submit the report of the Sub-Committee (Annex 21).

M. MODEROW explained that the Sub-Committee set up to revise the Rules of Procedure had been asked to adapt those rules to the new Statute, while paying due regard to a number of recommendations put forward by the Council in its resolution of January 29th, 1938.

He proceeded to read the report of the Sub-Committee.

M. LAHAUSOIS drew attention to an apparent discrepancy in the terminology of Articles 4 and 5. He asked whether it had been deliberately intended to mention only "Government representatives" in the second paragraph of Article 5, while contemplating two types of representative in Article 4—Government representatives and representatives of international or national organisations acting in an advisory capacity.

M. MODEROW explained that the fields of application of the two articles were quite different. Article 4 enabled the Committee to issue an invitation before each session to various representatives of States or of organisations. Article 5, on the other hand, was solely concerned with the publicity of meetings, and enabled the permanent delegates of Members of the League or other Government representatives to be present at the Committee's discussions even though the latter were private.

M. LAHAUSOIS said that this explanation fully satisfied him.

M. KRBEČ wondered whether it would not have been better to have left the new Committee for Communications and Transit, which was shortly to be constituted, free to draw up its own Rules of Procedure.

M. MODEROW pointed out that certain amendments to the Rules of Procedure were urgently necessary, since a number of those rules had to be applied between sessions. The Rules of Procedure were therefore likely to be applied before the new committee was constituted. To that practical reason for proceeding forthwith to the revision of the Rules, legal reasons had to be added. Moreover, the Council had made certain recommendations to which effect should be given without delay.

The CHAIRMAN said he understood that the amendments suggested by the Sub-Committee represented a bare minimum of what was required during the transitional period until the new

¹ Document C.95.M.48.1938.VIII.

² *Ibid.*, page 24.

committee was appointed. The latter would be entirely free, under Article 10, to make further amendments to its Rules of Procedure.

M. KRBEČ, in view of M. Moderow's explanations, did not press his proposal.

The COMMITTEE adopted the new text proposed by the Sub-Committee (see Annex 21, Appendix).

M. DE RUELLE thought it desirable at that stage to make it clear that the members of the Committee were not representatives of Governments, but were appointed in the capacity of experts. Their discussions were therefore entirely free, and did not bind their Governments, from which they did not receive instructions.

The CHAIRMAN took note of M. de Ruelle's statement, which would be inserted in the Minutes.

XX. REPORT ON THE PRINCIPAL QUESTIONS DEALT WITH BY THE COMMITTEE SINCE ITS LAST ELECTION IN 1931 (ARTICLE 25 OF THE NEW STATUTE)

The draft report on the work carried out by the Committee since the last election in 1931, intended for the forthcoming Assembly and drawn up in pursuance of Article 25 of the new Statute of the Organisation for Communications and Transit, was examined by the Committee.

M. NORDBERG, referring to the chapter entitled "Constitutional Questions", said that the Committee should be congratulated on having preserved its character as an expert body—a character to which M. de Ruelle had just drawn attention.

After making a number of changes, mostly in view of decisions taken at the present session, the COMMITTEE adopted the draft report,¹ which it will submit to the Assembly.

XXI. CLOSE OF THE SESSION

The CHAIRMAN declared the twenty-first session of the Committee closed.

¹ See document A.22.1938.VIII, final edition.

ANNEX 1

[C.C.T.674.]

AGENDA

1. Opening of the session.
2. Election of officers of the Committee.
3. Report on the work accomplished by the Committee since the last election (1931) (Article 25(a) of the new Statute).
4. Alteration of the Rules of Procedure of the Committee as a result of the adoption of the new Statute of the Organisation.
5. Report of the Committee on Road Traffic on its twelfth session, held from April 25th to 30th, 1938.
6. General report of the Special Committee for the Study of Signals at Level-crossings.
7. Report of the Committee of Experts for the Codification of Road Law on its first session.
8. (a) Report on the Operation of the League Wireless Station in 1937.
(b) Action taken with regard to the Committee's resolution on the subject of the relations between the body responsible for the supervision of the condition and working of the Radio-Nations station and the various organs of the International Telecommunications Union.
9. Reduced railway fares for students travelling alone.
10. Co-ordination of transport: survey of the position of the studies.
11. Agreements, conventions, etc., concluded under the auspices of the League of Nations: position as regards signatures, ratifications and accessions.
12. Passport system.
13. Public works.
14. Facilities to be granted to broadcasting reporters.
15. Proposal by the Chinese Government concerning measures to be taken in consequence of the flooding of the Yellow River.
16. Questions of internal organisation: Composition of Committees.
17. Report of the Chairman on the missions carried out by him since the last session of the Committee.
18. Communications by the Secretariat.

ANNEX 2

[C.C.T.686.]

July 29th, 1938.

PROPOSAL BY THE CHINESE GOVERNMENT CONCERNING MEASURES TO BE TAKEN IN CONSEQUENCE OF THE FLOODING OF THE YELLOW RIVER

NOTE BY THE SECRETARY-GENERAL

July 28th, 1938.

The Secretary-General has received the attached letter sent to him on July 26th, 1938, by the representative of China on the Council of the League of Nations.

2. As it appears from this letter, the Chinese Government desires that the work of planning necessary conservancy measures for the areas afflicted by floods of the Yellow River and supervising their execution be undertaken by the League.

3. The Secretary-General would be glad if the Committee for Communications and Transit would be good enough, at the session opening on August 1st next, to give a preliminary opinion as to the technical conditions in which such a task, if accepted, could be undertaken under the responsibility of the League of Nations.

LETTER SENT TO THE SECRETARY-GENERAL OF THE LEAGUE OF NATIONS BY THE REPRESENTATIVE OF CHINA ON THE COUNCIL OF THE LEAGUE

Paris, July 26th, 1938.

The Chinese Government is greatly preoccupied by the effects of the flood resulting from the rupture of dykes on the Yellow River. The provinces of Anhwei, Honan and Kiangsu have suffered most from the inundations, which have caused and are still causing great loss of life and property. Extensive relief work is being carried on by the Chinese Government, but the fact that various areas along the river are now occupied by Japanese forces adds great difficulties to the problem of conservancy as well as of relief. Urgent measures are needed to control the flood, check its extension and prevent its recurrence.

In view of the satisfactory results of the co-operation of the League's technical organs in past years in conservancy works in China, the Chinese Government desires that the work of planning necessary conservancy measures for the afflicted areas and supervising their execution be undertaken by the League, whose authority in this technical domain is already so generally appreciated.

I have the honour, therefore, in accordance with instructions, to request the League to appoint and despatch to China an adequate number of hydraulic engineers for the purpose. It need hardly be emphasised that the appointment of such experts is within the scope of technical collaboration between China and the League. The Chinese Government, however, will be glad to provide a part of the expenses to be incurred by the appointment and sending of these experts. As regards other expenditures, including the salaries of the requisite Chinese staff to assist the League experts, I am authorised to state that the Chinese Government will hold itself responsible for them altogether.

In view of the urgency of the matter, I shall be grateful to you, Mr. Secretary-General, if you will be good enough to take steps as soon as possible to refer this request to the competent bodies for early consideration and action.

(Signed) Wellington Koo.

ANNEX 3

[C.C.T.642(f).]

CALENDAR REFORM

RESULTS OF AN ENQUIRY AMONG GOVERNMENTS UNDERTAKEN IN EXECUTION OF THE COUNCIL'S
DECISION OF JANUARY 25TH, 1937 (NINETY-SIXTH SESSION)

July 15th, 1938.

Replies received since September 4th, 1937, to Circular Letter No. 42.1937.VIII.¹

Afghanistan.

[Translation.]

November 22nd, 1937.

The Afghan Government would be prepared to adopt and to use for external correspondence the reformed calendar should it be accepted by the other States Members of the League of Nations, while reserving the right to use the solar year of the Hegira as the official year in the interior of the country.

Austria.

[Translation.]

September 4th, 1937.

In the opinion of the Federal Government of Austria, calendar reform would certainly be desirable from the point of view of the interests of commerce, industry and communications. However, such a reform and the fixing of religious feasts, such as Easter, are indissolubly linked together. The Austrian constitution does not give the Federal Government any power to exert its influence on the fixing of the date of religious feasts by the churches. On the contrary, the Federal Government has undertaken, by the Concordat, to respect the fixing of the feasts of the Catholic Church, and consequently also the subdivision of the year arranged by the Catholic Church. Thus, the introduction by the State of a secular calendar differing from the religious calendar as set up by the Catholic Church could not be taken into consideration.

In these circumstances, the Federal Government would be unable to tackle the problem of the reform of the calendar until the Catholic Church had, in its religious domain, found a solution for the questions connected therewith.

China.

September 13th, 1937.

The Chinese Government is in favour of the reform of the calendar and agrees in principle to the provisions contained in the draft Convention communicated by the Chilean representative.

¹ The replies received before September 4th, 1937, are reproduced in document C.380.M.256.1937.VIII, page 66.

Ecuador.

[*Translation from the Spanish.*]

April 15th, 1937.

The Government of Ecuador will examine the draft Convention relating to calendar reform with a view to making what observations it considers pertinent. These observations will be communicated to the Secretary-General in due course.

Egypt (continued).¹

[*Translation.*]

November 23rd, 1937.

The competent authorities to whom the draft Convention was submitted have no observations to make.

Guatemala.

[*Translation from the Spanish.*]

August 25th, 1937.

The Government of Guatemala is proceeding with the examination of the draft Convention relating to calendar reform communicated to it on March 12th, 1937.

Haiti.

[*Translation.*]

September 29th, 1937.

The Government of Haiti does not wish, so far as it is concerned, to abandon the Gregorian calendar.

Iraq.

October 19th, 1937.

The Iraqi Government has no observations to make on the draft Convention. Nevertheless, it views the project for the reform of the calendar with much interest, and wishes to be supplied with any observations which the other States Members of the League of Nations may make on the subject.

Lithuania.

[*Translation.*]

September 2nd, 1938.

The Lithuanian authorities concerned, to whom the draft Convention relating to calendar reform has been referred for examination, have not yet been able to give their opinion on the matter.

As soon as the studies have led to definitive conclusions, the Lithuanian Government will bring them to the Secretary-General's notice.

Monaco.

[*Translation.*]

September 3rd, 1937.

The Government of His Highness the Prince, after having carefully examined the draft Convention relating to calendar reform communicated to the Council by the Chilean representative, is of opinion that no proposal could be made as long as the agreement of all countries on the question of the stabilisation of the Easter festival has not been realised.

New Zealand.

September 14th, 1937.

The New Zealand Government concurs in the views expressed by His Majesty's Government in the United Kingdom¹ in regard to the draft Convention relating to calendar reform.

Turkey.

[*Translation.*]

January 7th, 1938.

The Government of the Republic considers that all the provisions contained in this draft, especially those having in view the adoption of the perpetual calendar of twelve months and equal quarters, are in every way in keeping with the requirements of the century. It therefore sees no objection to the proposed calendar being adopted on January 1st, 1939.

In order to arrive at a general agreement, Turkey is in favour of an international conference meeting under the auspices of the League of Nations, which conference would open this year,

¹ See document C.380.M.256.1937.VIII, page 67.

and at which the whole question of calendar reform would be discussed, in the light of the results obtained thanks to the remarkable work hitherto carried out, and always on the basis of the draft Convention put forward by the delegate of Chile.

[Translation from the Spanish.]

Uruguay.

August 9th, 1937.

The Government of Uruguay informed the Secretary-General that it would give instructions to its delegates at the eighteenth ordinary Assembly of the League of Nations to support the initiative taken by the Chilean representative.

[Translation from the Spanish.]

Venezuela.

August 28th, 1937.

The Venezuelan Government has no observations to make on the proposed reform.

ANNEX 4

[C.C.T.678.]

July 16th, 1938.

DRAFT BUDGET OF THE ORGANISATION FOR COMMUNICATIONS AND TRANSIT
FOR 1939, ADOPTED BY THE SUPERVISORY COMMISSION

	1939	Estimates 1938 Swiss francs	1937	Expenditure 1937
1. Conferences	26,000	39,000	23,000	—
2. Meetings of the Organisation for Communica- tions and Transit (sessions of the Committee, other committees, sub-committees), and tech- nical work of experts	77,600	77,600	70,000	30,369
3. Printing of documents:				
(a) For meetings and other work under sub- head 2	17,500	17,500	8,000	7,208
(b) Collection and exchange of information regarding communications and transit (including miscellaneous expenses) . .			6,000	5,587
4. Settlement of disputes referred to the Committee and examination of similar questions sub- mitted to the Committee by the Council . .	20,000	20,000	20,000	—
5. Salaries: permanent staff	—	—	—	—
6. Travelling expenses	23,534	23,534	19,450	7,268
7. Cables, telegrams and long-distance telephone communications, and miscellaneous	3,500	4,280	3,500	2,130

ANNEX 5

[C.C.T.675.]

July 4th, 1938.

REPORT ON THE MEETING OF THE PERMANENT INTERNATIONAL COMMISSION
OF NAVIGATION CONGRESSES, HELD IN BRUSSELS ON MAY 31ST, 1938, PRESENTED
TO THE COMMITTEE BY ITS REPRESENTATIVE

The Permanent International Commission of Navigation Congresses held its annual meeting in Brussels on May 31st, 1938, under the chairmanship of Viscount Van de Vyvere, Chairman of the Permanent International Association of Navigation Congresses.

Forty-five members, representing fourteen Governments and six groups, took part in the meeting.

The agenda is appended to the present report.

In opening the meeting, the Chairman paid a tribute to the memory of M. Watier, former head of the French delegation, who died on August 20th, 1937, and who was for many years one of the most active members of the Commission.

The report of the Executive Bureau on the general position of the Association from May 15th, 1937, to May 15th, 1938, was approved.¹

The report of the Audit Committee, discharging the Executive Bureau from its liabilities, on the past year was also approved. The report shows that the financial position of the Association remains precarious.

The programme of questions and communications for the seventeenth International Congress of 1940, prepared by a small committee with the collaboration of the German delegation, was adopted. The programme will include three questions and three communications under Section I (inland navigation), and three questions and two communications under Section II (maritime navigation).

The German delegation made a statement regarding the seventeenth Congress, to be held in Germany in June 1940. The Congress will sit in Berlin for one week. The closing meeting will be in Cologne. During and after the Congress, several excursions will be organised to Baltic and North Sea ports, the "Mittellandkanal", Duisburg-Ruhrort, the navigable waterways under construction to connect the Rhine with the Danube, and Vienna, all within a period of three weeks.

In order to limit printing expenses as much as possible, it was decided that reports must be kept strictly within the set limit of twenty pages, any excess beyond this limit being chargeable to the authors. The reports will be printed only in the original language, which must be one of the three official languages of the Association, and translations will be confined to extracts.

With regard to the progress made with the technical dictionary, the Executive Bureau has announced that the chapter on ports is in the press, and that the chapter on canals and locks will be published this year.

The meeting was followed by an excursion organised by the French delegation, in which some thirty members took part. On June 1st and 2nd, the Commission visited the works of the Rhone dam which is being built at Génissiat, and the Rhone works between Lyons and Arles, and on June 3rd the port of Marseilles, where it was warmly welcomed by the Compagnie nationale du Rhône and the Marseilles Chamber of Commerce.

AGENDA

1. Report of the Executive Bureau on the general position of the Association from May 15th, 1937, to May 15th, 1938.
2. Report of the Audit Committee.
3. Changes in the membership of the Permanent Commission.
4. Programme of questions and communications for the seventeenth International Congress (Germany, 1940).
5. Communications to be made by the German delegation concerning the seventeenth Congress.
6. Seventeenth Congress: cost of publishing reports.
7. Progress made with the publication of the technical dictionary.
8. Miscellaneous.

ANNEX 6

[C.C.T.683.]

July 26th, 1938.

REPORT ON THE EIGHTH INTERNATIONAL ROAD CONGRESS, HELD AT THE HAGUE, JUNE 18TH TO JULY 2ND, 1938, SUBMITTED TO THE COMMITTEE BY ITS REPRESENTATIVE

At the first International Road Congress, held at Paris in 1908 to consider questions connected with the adaptation of roads to modern traffic, it was decided, *inter alia*, to set up a permanent international association to deal with such questions and to convene periodical road congresses (Permanent International Association of Road Congresses), and a permanent international commission was formed at the same time (Permanent International Commission of Road Congresses), which was to be the governing body of the Association, and the executive organ of which (the Executive Bureau) was to have its headquarters at Paris.

The Association, of which fifty-five States are now members (December 31st, 1937), also draws up provisions for the purpose of promoting progress in road matters and also regarding the construction and maintenance of roads and traffic on and the use of roads. It endeavours to attain

¹ This report may be consulted in the archives of the Secretariat.

its objects, *inter alia*, by convening international road congresses at suitable intervals. The first of these road congresses was held at Paris in 1908, and the Association also convened congresses at Brussels in 1910, London in 1913, Seville in 1923, Milan in 1926, Washington in 1930, Munich in 1934 and—the latest one—at The Hague (Scheveningen) in 1938.

Thus, the eighth International Road Congress held under the auspices of the Permanent International Association of Road Congresses was held at The Hague (Scheveningen) from June 18th to July 2nd, 1938. I venture to refer to the attached List of Members with supplements Nos. 1 and 2,¹ from which it will be seen that the number of persons taking part in the Congress was 2,256, and also to the attached agenda of the Congress,² which states that the Congress began its work on Saturday, June 18th, 1938, with the opening of the exhibition entitled "La Route 1938", which was organised in connection with the Congress. The Organisation for Communications and Transit of the League of Nations was represented among the exhibitors (see official catalogue)¹ at Stand No. 27. The exhibits included eight well-arranged panels giving prominence, in a manner easily intelligible to the general public, to the Organisation for Communications and Transit of the League and that Organisation's extensive and important activities.

The formal opening of the Congress took place on Monday, June 20th, 1938, at 2 p.m., in the Great Assembly Hall of the Kurhaus. The order of the proceedings was as follows:

1. Speech of welcome by Dr. S. J. R. de Monchy, Burgomaster of The Hague.
2. Opening speech by His Excellency Dr. J. A. M. van Buuren, Engineer, Minister of Public Works.
3. Speech by Engineer W. G. C. Gelink, President of the eighth International Road Congress, former Inspector-General of Bridges and Roads.
4. Speech by Senator A. Mahieu, President of the Permanent International Association of Road Congresses.
5. Replies by heads of delegations.

At this formal opening (item 5 of the agenda), the representative of the League of Nations delivered in French the following speech, with the appropriate complimentary references (omitted here):

"It is in my capacity of delegate of the League of Nations, and on behalf of its Organisation for Communications and Transit, that I have the honour to speak at this formal opening meeting of such a splendid international manifestation as the eighth International Road Congress.

"I have the signal honour, in the first place, of paying my most sincere respects to the august Patroness of the Congress, Her Majesty the Queen of the Netherlands, who has graciously consented to act in that capacity.

"This is the eighth Congress organised under the auspices of the Permanent International Association of Road Congresses, a body to which I would pay a high tribute, and of which I myself have had the honour for many years past to be a life member.

"The business of the eighth Congress is to examine six items—each of very great importance—which have been placed on its agenda and allocated to various sections.

"In regard to Section I, dealing with 'Construction and Upkeep', it is the appearance of the motor-vehicle and the constant expansion of motor traffic which have entirely changed—not to say upset—road organisation, as regards both the construction and the upkeep of the roads.

"According to 'World Highway Progress', the total length of roads has risen by about 50% since 1929, and the number of motor-vehicles has simultaneously increased by about 25%.

"At the present moment, there are some 40 million motor-vehicles in the world—motor-cars and lorries—of which about 30 million are to be found in the United States alone, or one motor-vehicle for three to four inhabitants; that country, therefore, takes the first place.

"These few figures give an idea of the enormous development, throughout the world, of the network of roads and also of motor traffic.

"Speed being the essential characteristic distinguishing present-day motor traffic from other classes of road traffic, it is essential, for the rational utilisation of motor traffic, to be able to take the greatest possible advantage of this characteristic.

"I venture to quote the classic remark of one of our distinguished transatlantic colleagues, who is with us at this moment: 'We pay for good roads, whether we have them or not, but we pay less if we have them than if we do not have them.'

"The main problem in Section I, not only from the technical, but also from the economic standpoint, is to be able to construct and maintain modern highways for modern road traffic—that is to say, good roads enabling national and international connections to be made both speedily and safely.

"In the second section, which is more particularly concerned with road traffic, the principal question which arises is that of safety. This has become a problem of exceptional importance and international urgency, seeing that the number of traffic accidents, as shown

¹ These documents may be consulted in the archives of the Secretariat.

² See page 40.

by existing statistics, is high, and indeed alarmingly high. The annual statistical returns show that hundreds of thousands of persons are killed or more or less seriously injured, and that large quantities of valuable material are destroyed; and hence, in the light of these facts, we are led to ask where the sacrifices demanded by modern road traffic will end.

“ It should be borne in mind that an almost identical subject has already been exhaustively studied by the competent organ of the League of Nations, a circumstance that shows clearly the great urgency of this problem.

“ The eighth International Road Congress is about to begin. Like its predecessors, this Congress aims at promoting and encouraging progress in road matters. I am very glad to make my modest contribution to this cause.

“ On behalf of the Organisation for Communications and Transit of the League of Nations, I cordially greet the eighth International Road Congress, and I most sincerely thank the Netherlands authorities and our Netherlands colleagues, who have spared no effort to ensure the fullest success for this Congress.

“ I am convinced that the work of the eighth Congress will be crowned with outstanding success, and I firmly believe that its results will bring us nearer to the aim which, true to its fine and eloquent motto, ‘ Via Vita ’, the Permanent International Association of Road Congresses has pursued since its foundation—an aim which is shared by all countries and in the realisation of which we can count on the co-operation of all countries and all nations.”

The work of the Congress was divided into three sections, the first dealing with the construction and maintenance of roads, the second with road traffic and the use and administration of roads, and the third with questions common to the first and second sections. The sections met in the magnificent premises equipped for the purpose in the Kurhaus. As was the case at the previous two congresses, arrangements were made, with the use of the Filene-Finlay system, for the translation of the various speeches, not only into Dutch, but also into the three official languages of the Congress—English, French and German.

The questions on the Congress’s agenda, which had been drawn up by the Permanent International Commission on June 27th, 1936, were as follows:

Section I. — Construction and Upkeep.

Item 1:

- (a) Progress made since the Munich Congress in the use of *cement* for road surfaces.
- (b) Surfaces of *brick*.
- (c) Surfaces of *special materials*; such as cast metal, steel, rubber.

Item 2:

Progress made since the Munich Congress in the preparation and utilisation for highways of:

- (a) *Tar*.
- (b) *Bitumen* (asphalt).
- (c) *Emulsions*.

Section II. — Traffic, Operation and Administration.

Item 3: Road accidents:

- (a) Bases for and unification of statistics.
- (b) Determination of the *causes* of accidents and means of attenuating them.

Item 4: Segregation, on the road, of various types of traffic:

Highways (single-track or double-track);
Bicycle tracks;
Pedestrian tracks;
Parking tracks and roads connecting with wayside premises;
Crossings and cross-roads.

- A. Study of cases in which such arrangements are or are not to be recommended.
- B. Application to motor highways.

Sections I and II combined.

Item 5: Study and valuation of the quality of the road surface from the standpoint of:

- (a) Its *smoothness* or roughness and its powers of resistance to skidding;
- (b) Its *lighting* or light-absorption capacity (under artificial illumination).

Item 6: Study of the subsoil of highways.

- A. Determination of the properties of the subsoil; testing methods, measuring appliances.
- B. Influence of these properties on the construction of highways (foundations and surface) and their upkeep.

The various rapporteurs previously selected from different countries had in due course sent in ninety-three reports on the above questions for submission to the Congress—namely, twenty reports on the first question, twenty-one on the second, twelve on the third, fourteen on the fourth, ten on the fifth and sixteen on the sixth.

These reports had, as usual, been examined and embodied in general reports¹ drawn up by the general rapporteurs appointed for the purpose, one for each question. The rapporteurs laid before the Congress a summary of the observations and experiences of the rapporteurs on the various questions and draft conclusions for adoption by the Congress. The conclusions were then discussed at meetings of the various sections.

As regards these discussions, the speakers at the meetings of sections, the Drafting Committee of the Congress and its membership, etc., I venture to refer to the attached daily bulletins Nos. 1, 2, 3, 4 and 5.¹ These bulletins also contain other information and communications circulated to members of the Congress.

As regards the second section, I spoke as follows in my above-mentioned address at the formal opening of the Congress: "In the second section, which is more particularly concerned with road traffic, the principal question which arises is that of safety"; and again: "It should be borne in mind that an almost identical subject has already been exhaustively studied by the competent organ of the League of Nations, a circumstance that shows clearly the great urgency of this problem."

I was referring, in connection with the third question, to the work which was produced by the Committee for the Unification of Statistics of Road Traffic Accidents (document C.276.M.179.1937.VIII, and Annex), and which was considered by the Advisory and Technical Committee for Communications and Transit at its twentieth session (document C.380.M.256.1937.VIII, pages 20-22) and also by the Committee on Road Traffic at its twelfth session (document C.203.M.III.1938.VIII, page 9); and as regards the fourth question, I was referring to the work which was produced by the last-named Committee's rapporteurs (Annexes 5 and 6 to document C.203.M.III.1938.VIII), and which was also discussed by that Committee at its twelfth session (document C.203.M.III.1938.VIII, page 2).

As will be seen from my speech, I considered that I should follow the Congress's work in the second section, and particularly the third question, more especially as I had received on Friday, June 17th, 1938, at 2 p.m., when the offices of the Congress were opened, a letter dated Geneva, June 14th, 1938, from the Section for Communications and Transit of the League, containing valuable detailed instructions to that effect.

On Saturday, June 25th, 1938, at 3.30 p.m., the Congress held a plenary meeting to take decisions on and draw up the conclusions which were first drafted in substance at the meetings of the section and afterwards given specific form by the Drafting Committee at its meetings held throughout Friday, June 24th, 1938. These conclusions dealt with each of the six questions submitted to the Congress; they will be found in daily bulletin No. 5.²

The formal close of the Congress took place on Saturday, July 2nd, 1938, at 3.30 p.m. in the Great Assembly Hall of the Kurhaus. The agenda was as follows:

1. Speech by the General President.
2. Ratification by the Congress of the resolutions of the Permanent International Commission regarding:
 - (a) The award of the Prix de la Belgique;
 - (b) The appointment of the meeting-place of the next Congress.
3. Speech by the representative of the Permanent International Association of Road Congresses.
4. Replies by the heads of delegations.
5. Close of the Congress by the General President.

According to item 2 of this agenda, the Congress had to ratify the resolutions of the Permanent International Commission regarding the award of the Prix de la Belgique and the appointment of the meeting-place of the next Congress.

The triennial prize of 4,500 francs (Prix triennal de la Belgique), founded at the Brussels Congress in 1910 for the best essay submitted on road questions, was awarded, in accordance with the jury's proposal, to an American engineer and was thus won by the United States of America.

The invitation given by M. de Benke, the official Hungarian delegate to the Congress, on behalf of the Hungarian Government, to hold the next International Road Congress at Budapest was accepted by the Congress by acclamation, and accordingly the ninth International Road Congress, which is fixed for 1942, will be held in Hungary.

As regards the third question—road accidents—the last footnote on page 22 of the general reports¹ contains the following passage: "A graph illustrating the data given in the national reports will probably be published before the opening of the Congress in one of the issues of monthly statistics of traffic and transport published in the Netherlands." These monthly statistics, entitled "Maandstatistiek van Verkeeren Vervoer", were distributed to the members of the Congress and are attached to the present report.¹

¹ These documents may be consulted in the Secretariat's archives.

² This bulletin may be consulted in the archives of the Secretariat. Moreover, the conclusions contained therein with regard to questions 3 and 4 are reproduced in the Appendix to the present document.

A publication entitled *Sonderbeilage für das Land Oesterreich, die Strasse, die Autobahn zum VIII internationalen Strassenkongress* was distributed to the members of the Congress and is attached to the present report.¹

Two publications entitled *VIII° Congresso Internazionale della Strada, L'Aja—1938—XVI; Relazioni della Delegazione Italiana* and *Le Strade* (Numero speciale per l'VIII° Congresso Internazionale della Strada, L'Aja, Giugno 1938—XVI) were distributed to the members of the Congress and are attached to the present report.¹

At the formal close of the Congress (item 4 of the agenda), the representative of the League of Nations delivered in French the following speech, with the appropriate complimentary references (omitted here):

“ I have the signal honour, on behalf of the Organisation for Communications and Transit of the League of Nations, of rising to speak now, when the eighth International Road Congress comes to a close, after having duly elucidated the important questions laid before it.

“ The proceedings of the Congress have been greatly facilitated by the remarkable work done in advance by the General Rapporteurs, who were asked before the Congress met to summarise the ninety-three national reports and propose conclusions to the Congress, and also by the masterly way in which our Netherlands colleagues have organised the Congress.

“ I have the honour to tender my thanks and congratulations more particularly to the General President, M. Gelink, and the Secretary-General, M. van de Kastele, for the skilful and admirable way in which they have prepared and conducted the work of the eighth Congress.

“ I am deeply grateful to the Royal Netherlands Government, the Municipal Council of The Hague, the local Organising Committee, and the Netherlands Corporations and other bodies, for the very friendly welcome and the generous hospitality extended during these few memorable days spent in this noble and delightful country of Holland.

“ I would pay a tribute to M. Mahieu, M. Chaix and M. Le Gavrian, the Chairman, Vice-Chairman and Secretary-General respectively of the Executive Bureau of the Permanent International Association of Road Congresses.

“ As regards the results achieved at this eighth Congress, whose purpose was to promote progress in road matters, I think it would be difficult to overrate the importance and the scope of its work, if we bear in mind the fact that present-day road traffic, and more particularly motor traffic, has become a factor of capital importance in the economic life of our age and in its national and international relations.

“ Before I conclude, may I recall the numerous excursions and the fine exhibition, so interesting, attractive and instructive, attached to the Congress, at which several foreign countries and the Organisation for Communications and Transit of the League of Nations displayed exhibits. While the discussions and debates in the Congress dealt, as it were, with the theoretical aspect of road problems, the excursions and the exhibition have afforded us practical lessons, and have shown us the various processes and scientific researches which have a bearing on the construction, upkeep and utilisation of the modern highway.

“ This exhibition has given me an idea of the admirable work done in recent years by the Netherlands and the Netherlands Indies in improving their road system, an achievement all the more admirable when we realise the difficulties our Netherlands colleagues have very often had to encounter owing to the bad subsoil conditions.

“ The eighth International Road Congress is over. May its work of peace and international co-operation continue for the greater good of all countries and all nations !

“ In conclusion, I beg to express my sincerest wishes for the prosperity of Holland and for the grandeur and glory of the Dutch nation.”

(Signed) Axel VALSINGER.

Stockholm, July 11th, 1938.

Appendix.

CONCLUSIONS ON THE THIRD QUESTION PRESENTED BY THE COMMISSION OF REDACTION OF THE SECOND SECTION

[Extract from Daily Bulletin No. 5.]

1. It should be defined, what should be understood by a “ road accident ”.
2. It is preferable that the reports on road accidents should be made by the local police authorities or other expert officials and that each report should be recorded on a separate standard form and summarised centrally.

¹ These documents may be consulted in the Secretariat's archives.

3. It has been observed that the different views which exist concerning the " cause of the road accident " has led to widely divergent lists of causes used for the statistics of the various countries, and it is desirable that, as a starting-point, the " causes présumées ou apparentes de l'accident " inserted in the document C.276.M.179.1937.VIII of the League of Nations Committee for the Unification of the Statistics of Road Traffic Accidents should be accepted even in a less detailed form.

4. The Congress supports the principles of the League of Nations Committee, mentioned under 3, concerning an annual minimum publication of the results of road accident statistics, taking into account that international co-operation in this matter can only be obtained within a measurable space of time when the obligatory part is briefly worded.

5. The Permanent International Commission and the Executive Bureau of the Permanent International Association of Road Congresses should appoint an international Committee for the purpose of studying the progress of the unification of road accident statistics. This Committee should take into consideration as well the principles of the report, dated May 28th, 1937, of the League of Nations Committee as the present conclusions; and should submit before December 31st, 1940, the experiences gained, as well as a report of further observations.

6. The Permanent International Commission and the Executive Bureau of the Permanent International Association of Road Congresses should appoint an international committee for the purpose of studying the basis for international comparability of traffic censuses in relation to road accidents and the committee should submit a report before December 31st, 1940, on its conclusions.

7. It is desirable for the various Governments to support the work of the safety organisations in the various countries as much as possible and to consider the introduction of compulsory safe traffic teaching in elementary and secondary schools.

8. The Congress, having noted the many measures in the various countries to reduce the number and the seriousness of road accidents, expresses the hope that the interchange of ideas in the published reports may lead to such an improvement in traffic conditions on the road and in the streets, and to such an improvement in education and discipline of the road users, that a considerable decrease in the number and seriousness of road accidents may result. Furthermore, all measures should be taken to ensure that assistance is given, as soon as possible, to persons who have been injured in road accidents.

9. It is advisable to investigate every road accident and record the sites so as to ascertain where they occur most frequently and determine whether road conditions can be improved at these sites from a safety point of view and at the earliest possible date.

CONCLUSIONS ON THE FOURTH QUESTION PRESENTED BY THE COMMISSION OF REDACTION OF THE SECOND SECTION

A. *General.*

1. Road safety should be the primary consideration in determining the extent to which the different classes of road users and traffic streams should be segregated.

2. Apart from the requirements of safety, the carrying capacity of the road, the speed of traffic and also financial considerations are important factors to be considered in dealing with this question.

3. Before the construction or reconstruction of a road system is undertaken, surveys of present and future traffic requirements and general economic considerations should be made, and planning should take into account the necessity of correlating national road systems at international frontiers.

4. It is necessary that the technical measures adopted with a view to separating the various classes of traffic and the opposing streams of traffic in so far as they are not enforced by the lay-out of the road should be supplemented by uniform regulations in each country, and so far as possible internationally.

The occupation of the roads for purposes in themselves important, but not directly related to road traffic, should always be subordinated to the requirements of road traffic, which are much more important.

B. *Roads for Mixed Traffic.*

5. Footpaths are necessary at least where buildings adjoin the roads or where considerable pedestrian traffic between adjoining communities exists or may be expected.

6. It is always desirable to separate pedal cyclists from motor traffic. This becomes essential as soon as traffic has developed to any considerable extent.

If possible, this should be effected by providing cycle tracks on either side of the road.

7. Cycle tracks should be effectively separated from the carriage-way. Traffic lanes forming part of the carriage-way are considered an undesirable substitute from the point of view of safety, but sufficient experience has not yet been obtained as to the best methods of dealing with cycle tracks where road junctions and lay-byes are numerous.

8. In all countries with heavy pedal cycle traffic, particularly in the areas adjoining large towns and in picturesque districts, it is desirable, in addition to the cycle tracks along main roads mentioned above, to construct a network of special cycle tracks independent of the existing road system to serve the need of tourist cycle traffic.

9. On roads with considerable traffic, the number of access-roads to fields, etc., should be reduced to a minimum. In cases where these are numerous or cannot be eliminated, it is advisable to provide service roads for agricultural traffic for the purpose of minimising interference with the main road.

10. The provision of service roads for local traffic is necessary in all built-up areas of any considerable importance, in order to separate local traffic from through traffic.

11. The construction of service roads within the meaning mentioned under 10 should not be undertaken unless the provision of them has proved unavoidable, since they tend to encourage ribbon development, which is considered objectionable from the standpoint of road administration as well as from an æsthetic point of view.

12. Ribbon development should be restricted as much as possible on or near main trunk roads and prohibited in case of new roads and new road sections (by-passes).

13. Road safety is considerably increased by a physical division of opposing traffic streams, but this remedy is only possible if the road has at least four traffic lanes.

However, a road with a single carriage-way divided into four traffic lanes has a greater traffic-carrying capacity during rush hours than one having dual carriage-ways with a central reservation. The increased capacity is achieved at the sacrifice of safety, and this type of lay-out accordingly should only be taken into consideration under special local and financial conditions.

14. Continuous accommodation for use of temporary stationary vehicles on the outer verges of roads is very desirable for traffic and safety reasons, especially on roads carrying high-speed motor traffic. If it is not possible to provide this accommodation, then the need is indicated for parking-places, capable of accommodating at least one lorry and trailer, at regular intervals.

15. Parking-sites of a larger size should be available wherever the need arises for allowing large numbers of vehicles to stop, so that the main road may be clear for through traffic.

16. It is advisable to avoid the use of crossings on the level in cases where the costs are not prohibitive.

17. Traffic "circuses" with adequate dimensions where the "roundabout" system is in force are to be recommended on crossings of important roads, in particular in cases where more than four streams of traffic converge. Pedal cyclists and pedestrians should not cross on the same plane as high-speed motor traffic if this can possibly be avoided.

18. Pedal cycle traffic crossing motor traffic (as in the case where a cycle track crosses from one side of the road to the other) presents a special cause of danger. If this cannot be avoided by the use of subways or bridges, both motor and cyclist traffic should be warned well in advance by a clear system of signals or signs. The beginning and the end of cycle tracks must be specially indicated.

19. Apart from the above, it is not possible to lay down guiding principles with regard to crossings, in view of the fact that the most likely solution in each particular case is chiefly dependent on local conditions.

C. Motor-ways.

20. The question whether—apart from the ordinary road system available for all sections of road users—special roads should be constructed for the exclusive use of high-speed motor traffic, depends on the demographic, topographic and economic conditions in each country, and is in addition closely connected with the volume, character and condition of the existing road system in that country.

21. Motor-ways—*i.e.*, roads reserved exclusively for motor traffic—present the most satisfactory solution for long-distance traffic, both from the point of view of safety and as regards speed and traffic-carrying capacity.

22. On motor-ways, the division of traffic into two streams by means of a central reservation is absolutely essential. Each carriage-way should be provided with two traffic lanes of ample width, one of these being reserved for overtaking vehicles.

23. If planted with shrubs, the central reservation not only provides a very effective division, but is also a safeguard against dazzling headlights, at any rate on level road sections.

24. Ribbon development requiring access should be prohibited from motor-ways.
25. Footpaths should not be provided along these roads. For cycle traffic, a separate location is the most suitable. If cycle tracks are provided along the motor-roads, they should be kept entirely separate from these.
26. No roads should be allowed to cross motor-ways on the same plane. At points where motor-ways join a system of town roads and at crossings of two motor-ways of equal status near a built-up area, the provision of traffic "circuses" where the "roundabout" system is in force may prove a satisfactory solution.

D. *Town Roads and Streets.*

27. Apart from pavements for pedestrians, the streets in towns and built-up areas cannot generally be divided for the use of the different classes of road users.
28. On the main arteries in suburban areas—especially on those that link up with trunk roads—it is advisable to segregate through traffic from local traffic by providing, on either side, service roads for slow-moving traffic (including pedal cyclists).
29. In countries with a considerable cycle traffic, it is desirable also, on other through traffic roads in suburban areas, to construct separate cycle tracks alongside or on pavements. Wherever this is possible, different quarters of a town should be linked up by cycle tracks running through parks or public gardens.
30. In broad streets, traffic streams coming in opposite directions should be segregated by refuges, which are much appreciated by pedestrians crossing the road.
31. Regulations restricting or forbidding parking, and one-way traffic regulations, are in many cases unavoidable to increase road safety and the traffic-carrying capacity of narrow but busy streets.
32. In towns, provisions should be made for the crossing of carriage-ways by pedestrians at defined points. Guard rails should be erected to prevent crossing elsewhere.
33. Riding-tracks should be provided as far as possible in the neighbourhood of large towns and military establishments, the particular circumstances in each case being taken into account.
34. It is desirable that, at the next (ninth) International Road Congress, special consideration should be given to the question of town streets (cross section, crossings, etc.).

ANNEX 7

[C.C.T.688.]

July 30th, 1938.

UNIFICATION OF STATISTICS RELATING TO ROAD TRAFFIC ACCIDENTS: ACTION TAKEN ON THE RESOLUTION ADOPTED BY THE COMMITTEE AT ITS TWENTIETH SESSION

NOTE BY THE SECRETARIAT

In pursuance of the resolution adopted by the Committee at its last session, the Council decided, in September 1937, to communicate the report of the Committee for the Unification of Statistics relating to Road Traffic Accidents¹ to Governments, asking them to draw up their statistics as far as possible in accordance with the recommendations contained in the report and the tables annexed thereto.

In giving effect to this decision, the Secretary-General of the League of Nations asked the Governments to be good enough to inform him before December 31st, 1940, of any experience they had gained and any observations they might see fit to make.

Up to the present, five replies have reached the Secretariat.²

The Committee also decided that a communication should be sent to the Bureau of the Permanent International Association of Road Congresses in order that the attention of the Government delegations to the eighth Congress, to be held at The Hague in June 1938, might be drawn to the necessity of avoiding duplication of the work of the Road Congresses and that of the Committee for the Unification of Statistics relating to Road Traffic Accidents. The question of road

¹ Document C.276.M.179.1937.VIII, and Annex 1.

² Document C.203.M.111.1938.VIII, page 37.

accidents was the third question on the agenda of the Congress, and the first point for consideration was "Bases for and Unification of Statistics".

In reply to the communication addressed to him on the Committee's instructions, the Secretary-General of the Permanent International Association of Road Congresses asked that the report of the Committee for the Unification of Statistics relating to Road Traffic Accidents be sent to Dr. J. J. Hanrath, General Rapporteur, who was responsible for summarising the various reports on the matter and proposing conclusions to the Congress. In his general report, Dr. Hanrath took the Committee's recommendations into account, and they were also referred to in several of the reports placed before the Congress by Governments, without, however, being fully accepted. The General Rapporteur's conclusions were taken up by the Committee with very few changes, after they had been discussed by the Second Section of the Congress and by its Drafting Committee.

M. Valsinger, representative of the Committee for Communications and Transit, and Mr. Kirkus, Member of the Committee for the Unification of Statistics relating to Road Traffic Accidents, spoke in the discussion in support of the recommendations of the Committee set up by the Organisation for Communications and Transit.

It will be seen from the points relating to statistics in the Congress's conclusions¹ on the third question, "Road Accidents", that most of the principles laid down by the Committee for the Unification of Statistics relating to Road Traffic Accidents were taken up by the Congress. Thus the Congress recommends:

(1) That each report on road accidents "should be recorded on a separate standard form and summarised centrally" (see No. 4 of the Committee's recommendations);

(2) That the presumed or apparent causes of the accident as indicated in the Committee's report should be accepted as a starting-point, even in a less detailed form (see pages 4-6 of the Committee's recommendations);

(3) The annual minimum publication of statistics of the first kind recommended by the Committee, provided that for purposes of international co-operation the obligatory part is briefly worded (see No. 6 of the Committee's recommendations);

(4) That every road accident should be investigated to ascertain whether it was due mainly to the defective state of the road or to some other cause, and that the sites of accidents should be recorded so as to enable the necessary improvements to be made as soon as possible at points where accidents are particularly frequent (see Nos. 5 and 6 of the Committee's recommendations).

On the other hand, the Congress did not adopt the *definition of traffic accidents* adopted by the Committee; it merely expressed the opinion that it was desirable to define exactly what was to be understood by a traffic accident.

It also recommended that the Permanent International Commission and the Executive Bureau of the Permanent International Association of Road Congresses should appoint an international committee for the purpose of studying the progress of the unification of road accident statistics. This committee should take into consideration both the principles of the report dated May 28th, 1937, of the League of Nations Committee and the present conclusions. The committee is to submit its report by December 31st, 1940.

It would have been better to select a date for the submission of the report of the international committee which would enable it to take into account the Governments' observations on the recommendations of the Committee for the Unification of Statistics relating to Road Traffic Accidents.

The Congress further expressed the desire that the Permanent International Commission and the Executive Bureau of the Permanent International Association of Road Congresses should appoint an international committee for the purpose of studying the basis for international comparability of traffic censuses in relation to road accidents. The committee will submit its report by December 31st, 1940.

This is a very important question, and one which might with advantage be closely followed by the representative of the Committee for Communications and Transit appointed to the Permanent International Association of Road Congresses.

ANNEX 8

[C.C.T.682.]

July 25th, 1938.

INAUGURAL MEETING OF THE PERMANENT INTERNATIONAL COMMITTEE FOR THE LONDON-ISTANBUL HIGHWAY, HELD AT BUDAPEST, OCTOBER 27TH AND 28TH, 1937

NOTE BY THE SECRETARIAT

At its nineteenth session (November 1935), the Committee was informed that M. Valsinger, member of its Committee on Road Traffic, had been appointed by the Chairman of the Committee for Communications and Transit to represent the latter at the International Conference on the

¹ See Annex 6, Appendix.

London-Istanbul Trans-European Highway held at Budapest from September 10th to 14th, 1935. M. Valsinger submitted a detailed report on his mission. He pointed out, *inter alia*, in his report, that the Conference had made a recommendation, which was adopted by the Governments of the countries concerned, for the constitution of a permanent committee to follow up, promote to the extent of its resources, and expedite where necessary, the execution of the conclusions and recommendations of the Conference and any subsequent proposals adopted by the permanent committee for the construction and organisation of the said highway and of traffic thereon.

In a letter of September 4th, 1937, the Hungarian Government informed the Secretary-General of the League of Nations that the Hungarian Ministry of Trade and Communications had convened for October 27th and 28th, 1937, a meeting for the constitution of this international committee, which was to be attended by the delegates of the Governments concerned and by representatives of the International Touring Alliance. The agenda of this meeting included the following items:

- (1) Framing of the Statute for the organisation and work of the committee;
- (2) Study and discussion of reports on the technical, touring and Customs questions and the organisation of traffic referred to in the resolutions of the Budapest Conference of September 1935;
- (3) Discussion of any other proposals and suggestions.

In this same letter, the Hungarian Government invited the Secretary-General to send a representative to the meeting at which the Committee was constituted.

In response to this invitation, the Secretary-General instructed the Acting Director of the Communications and Transit Section to attend the session, the opening meeting of which was presided over by Dr. Hubert, Under-Secretary of State at the Hungarian Ministry of Trade and Communications. In his opening speech, Dr. Hubert referred to the decisions taken at the Budapest Conference of 1935 regarding the constitution of a Permanent Committee.

The delegates of the Governments of the countries traversed by the London-Istanbul highway, viz., the United Kingdom, Belgium, Germany, Austria, Yugoslavia, Roumania, Bulgaria and Turkey, successively thanked the Hungarian Government for its initiative and assured it of their Governments' desire to give every assistance in achieving the aim in view.

After the speeches of Government representatives, the Acting Director of the Transit Section explained that the Organisation for Communications and Transit—and, in particular, its Committee on Road Traffic—was examining a number of questions which seemed to be of real importance for the accomplishment of the task that would devolve on the International Committee. The Transit Organisation would be glad to have the International Committee's suggestions and to profit by the practical experience gained by that Committee in studying the results of the application, over the long and important London-Istanbul highway, of the provisions of the Conventions and the recommendations of the Conferences or Committees of the Transit Organisation. The Acting Director of the Transit Section pointed out that the 1937 Assembly of the League of Nations had just stressed the importance of direct contact between the Transit Organisation and the appropriate technical organisations of an international character dealing with communication questions, and had been gratified to note the very satisfactory results of that collaboration. In conclusion, he expressed the hope that similar results would soon be apparent in consequence of the relations between the International Committee and the Transit Organisation, both of those bodies having a keen desire for friendly co-operation.

After speeches from the representatives of the International Touring Alliance and the International League of Red Cross Societies, the Committee opened its proceedings by unanimously electing as its Chairman Mr. Lyddon (United Kingdom), the Government delegate of Belgium being elected Vice-Chairman. It was agreed that next year Belgium should supply the Chairman and Germany the Vice-Chairman, and similarly in the future.

The delegates of all the Governments concerned gave detailed information regarding the construction and equipment of the highway. Though it was not designed, for the time being, to serve as a motor highway (*i.e.*, to be exclusively reserved for motor-vehicles) throughout, it would be specially adapted so as to enable motor-vehicles to travel very fast under the best conditions of safety and comfort. In Belgium and Germany, it would be a regular motor highway.

Further, questions concerning the crossing of frontiers, and, in particular, the Customs clearance of motor-vehicles, were examined on the basis of a report drawn up by the Vice-President of the Touring Club of Belgium dealing with the application, by the respective Governments, of certain recommendations made by the Budapest Conference of 1935. The details of this technical discussion will be found in the Minutes of the meeting, which can be consulted in the Secretariat archives.

It is noteworthy that this is the first occasion in Europe, and probably in the whole world, on which a Governmental body has been set up to supervise the creation of a land highway crossing a large number of countries and conceived on international lines.

It is therefore important that the Transit Organisation has been able to get into touch with this new body and that it has been admitted as a substantive member thereof, as it incidentally is of other international organisations dealing with communication questions. No financial obligations (subscriptions, etc.) will attach to this membership, but it will confer, *inter alia*, the right to receive all the documents, Minutes, reports, etc., of the Committee.

Lastly, the Belgian delegate proposed that the legal constitution of the Committee should be officially notified to the League of Nations, as the latter comprised all the international organs and was represented on the Committee. This suggestion, which, according to the Belgian delegate, was intended as an act of deference towards the League, was unanimously adopted. Consequently, the Hungarian Government, by letter of May 6th, 1938, officially informed the Secretary-General of the League of Nations of the constitution of the Committee, and communicated to him the Minutes of the meeting at which it was constituted, attaching thereto the Committee's Statute.

The Committee is thus governed by a Statute, the text of which is annexed (see Appendix). Under this Statute, the Permanent Committee, which has its secretariat at Budapest, has to follow up, promote and expedite the execution of the conclusions and recommendations of the 1935 International Conference as contained in Annexes A, B and C to its Minutes, and the execution of any subsequent proposals adopted by the Permanent Committee for the construction and organisation of the London-Istanbul highway and traffic thereon. Thus, the Committee must forthwith take up questions connected with the construction and equipment of the highway (lay-out, camber, section, engineering work, etc.), Customs questions (Customs offices, facilities for Customs clearance, etc., of vehicles passing in transit), questions concerning a uniform road-sign system based on the Geneva system, touring questions, co-ordination of road, rail, water and air services, and road safety in accordance with the recommendations of the various Red Cross Conferences (Brussels, 1930; Tokio, 1934; and Budapest, 1935).

This list, which is not a complete one, shows that there is an immense programme of work to be done, which will call for the concerted efforts of the countries concerned for a long period.

Appendix.

STATUTE OF THE PERMANENT INTERNATIONAL COMMITTEE FOR THE LONDON-ISTANBUL HIGHWAY

Chapter I. — Constitution and Powers of the Permanent Committee.

Article 1. — In accordance with the recommendation made on September 14th, 1935, by the International Conference on the London-Istanbul Highway, held at Budapest, which recommendation was adopted by the Governments of the countries concerned, a Permanent Committee shall be set up for the purpose of following up, promoting to the extent of its resources and, where necessary, expediting:

- (a) The execution of the conclusions and recommendations of the aforesaid Conference, as contained in Annexes A, B and C to its Minutes;
- (b) The execution of any subsequent proposals adopted by the Permanent Committee for the creation and organisation of the said highway and the traffic thereon.

Chapter II. — Composition and Organisation of the Permanent Committee.

Article 2. — The following shall be members of the Permanent Committee: one delegate of each of the countries whose territory is traversed by the highway. The following shall also be members as of right: a representative of the Communications and Transit Organisation of the League of Nations, a representative of the International Red Cross, a representative of the International Touring Alliance, and the Secretary-General of the Permanent Committee.

Article 3. — The Permanent Committee shall be presided over by a Chairman or Vice-Chairman, selected annually by the Permanent Committee from the Government delegates. The Chairman and Vice-Chairman may not belong to the same nation, or be re-eligible for the same office (Chapter IV).

Article 4. — The Permanent Committee shall set up a Permanent Bureau, consisting of the Chairman and Vice-Chairman, the representative of the International Touring Alliance, the Secretary-General of the Permanent Committee and two Government delegates, one representing the country in which the Permanent Committee is meeting and the other the country in which it held its last meeting.

Article 5. — In addition to the members of the Permanent Committee, the Committee's meetings may be attended by the experts (on road, Customs, touring, etc., questions) accompanying them whose names have been communicated beforehand to the Secretary-General.

Article 6. — The Chairman may appoint from among the members of the Committee or the experts, during the sessions or in the intervals between sessions, one or more rapporteurs for the examination of special questions. Their reports shall be lodged with the Secretary-General, who shall communicate them to the members of the Permanent Committee.

Chapter III. — Working of the Permanent Committee.

Article 7. — The Permanent Committee must be convened at least once a year. It may meet oftener if necessary.

Article 8. — The permanent headquarters of the Committee shall be at Budapest (Article 15).

Article 9. — By decision of the Permanent Committee, or on the invitation of the Governments represented thereon, the Committee may be convened to meet in any other city.

Article 10. — The meetings of the Committee shall be convened by the Chairman.

The notices shall state the place, date and hour of the meeting, and the provisional agenda. They shall be sent by the Secretary-General one month in advance. The final agenda shall be determined by the Committee.

Article 11. — The Committee shall draw up its Rules of Procedure.

Article 12. — The only languages which may be used at meetings shall be French, German and English. Speeches shall appear in the Minutes in the language in which they were delivered, but a translation may be appended.

Article 13. — The Committee's Minutes shall not be final until they have been communicated to the various members and approved and initialled by them (Article 21).

Chapter IV. — Duties of the Chairman.

Article 14. — The Chairman (and, in his absence, the Vice-Chairman) shall control the activities of the Permanent Committee. He shall preside over all the discussions. He shall keep in permanent touch with the Secretary-General, and, through him, with the members of the Committee. He shall appoint the rapporteurs referred to in Article 6.

The Chairman shall preside over the Bureau. The latter shall meet on the summons of the Chairman, and, as of right, on the day before the Committee's plenary sessions to make a preliminary study of the items on the agenda and make arrangements for their discussion.

Chapter V. — Organisation of the General Secretariat.

Article 15. — The headquarters of the General Secretariat shall be at Budapest (Article 7).

Article 16. — The Secretary-General shall be appointed by the Royal Hungarian Government on the proposal of the Permanent Committee.

Article 17. — The cost of maintaining the General Secretariat shall be defrayed by the Royal Hungarian Government.

Article 18. — The auxiliary staff necessary for the working of the Secretariat shall be placed at the latter's disposal by the Royal Hungarian Government.

Article 19. — The Secretary-General shall be the permanent administrative representative of the Committee. As such, he must keep in constant contact, not only with the Chairman, but also with the members of the Permanent Committee and the representatives of the International Touring Alliance.

Article 20. — Through the intermediary of these persons, he shall collect and organise comprehensive information on all points bearing on the construction and organisation of the highway.

He shall arrange for the analysis and classification of the said documents, and shall communicate them, if necessary, to the various members of the Committee; he may attach to them observations, reports, suggestions and questionnaires.

He shall correspond directly with the members of the Permanent Committee.

Article 21. — The Secretary-General shall be responsible for drafting and editing the Minutes of the meetings of the Permanent Committee and the Bureau, and for their printing and distribution (Article 13).

Article 22. — The Secretary-General may be instructed by the Chairman to study such questions as the Chairman considers necessary (Article 6).

Article 23. — All communications to members of the Permanent Committee shall be sent simultaneously to the Secretary-General of the International Touring Alliance.

Article 24. — The Secretary-General shall submit an annual general report on the proceedings of the Permanent Committee, on the progress of the work on the highway, and on all questions affecting the creation, maintenance, organisation, equipment and utilisation of the highway. The report must be communicated to the persons concerned not later than one month before the date of the meeting (Article 7).

This Statute was drawn up and adopted on October 28th, 1937, at Budapest.

Co-ordinated by:

M. METTERNICH, *League of Nations*, and
M. DUCHAINE, *International Touring Alliance*.

ANNEX 9

[C.C.T.692.]
[C.C.T./C.R./140.]

August 4th, 1938.

REPORT ON THE MEETINGS OF THE FOLLOWING COMMITTEES OF
THE INTERNATIONAL CHAMBER OF COMMERCE: COMMITTEE ON BARRIERS
TO INTERNATIONAL COMMERCIAL MOTOR TRANSPORT (JUNE 7TH, 1938);
COMMITTEE ON AUTOMOBILE INSURANCE (JUNE 8TH, 1938), AND COMMITTEE ON
HIGHWAY TRANSPORT (JUNE 9TH AND 10TH, 1938)

The Secretary-General of the League of Nations, having noted that the questions to be considered by the above-mentioned Committees had a bearing on the work of the Transit Organisation, decided to accept the invitation of the International Chamber of Commerce, and instructed Mme. Lehmann to represent him at the meetings of those Committees. Mme. Lehmann was present at all the meetings, with the exception of the last one held by the Road Transport Commission.

I. COMMITTEE ON BARRIERS TO INTERNATIONAL COMMERCIAL MOTOR TRANSPORT

The International Chamber of Commerce has been studying this question for some years past; it took as its starting-point the work of the European Conference on Road Traffic held in 1931. The Chamber on several occasions expressed the hope that the Communications and Transit Committee would again take up the question. The Committee on Road Traffic, within whose province it mainly falls, examined it at its eleventh session (July 1937). It considered that, at the present stage, barriers to commercial motor transport could more easily be removed by bilateral agreements. The International Chamber of Commerce, for its part, has continued to pursue its aim—namely, the conclusion of a multilateral convention. At its Congress held at Berlin in 1937, it considered the possibility of framing such a convention. An enquiry was undertaken among carriers with a view to ascertaining what hindrances they encountered in international transport, and the replies received were analysed by the Rapporteur, Dr. H. O. Wesemann (German Association of Commercial Motor Goods Transport).

The Rapporteur observed that, although it was incomplete, the documentary material collected showed that there was a total lack of uniformity in the technical conditions for the admission of vehicles in the administrative provisions, in the Customs and fiscal regime, and in Customs clearance operations, and that that lack of uniformity was seriously hampering the development of international commercial motor transport.

He concluded that the question was not yet ripe for general uniform regulation, but that States should be induced to remove the most irksome of the existing barriers—of which there were a very large number—by means of direct bilateral negotiations.

The Committee on Barriers to International Commercial Motor Transport, after a lengthy discussion, which brought out the very complex nature of the problem, agreed with this view, and decided to confine itself for the time being to framing a draft model bilateral convention. This draft will later be sent to the carriers' organisations in the various countries for their observations.

The technical conditions for the admission of vehicles were also dealt with in a special report by M. R. de Nercy (Secretary-General of the Permanent International Bureau of Automobile Manufacturers), who reached the conclusion that in order to arrive at a practical solution *only good roads should be taken into consideration in determining the limits to the size and weight of vehicles.* (It would be useless to take into consideration the whole of the road system of every country, as this would mean that standardisation would be based on the limits suitable for bad roads in those countries which were most backward in the matter of road traffic.)

The Rapporteur considered it possible to "grant international roads and main roads a special status". This regime might be extended, as the public authorities of each country thought fit, to any road the technical conditions of which were subsequently regarded as adequate. The Permanent International Bureau of Automobile Manufacturers was continuing to study the question with a view to the submission of a rational proposal at the earliest possible date. It had already collected the data necessary for the study of the problem from an international standpoint. The Bureau intended to submit its proposals to the Permanent International Association of Road Congresses, so that they might be studied by roadbuilders.

The Committee took note of M. de Nercy's observations, and expressed the hope that it would be possible *to standardise on an international basis the maximum size of vehicles allowed to travel on certain roads*, and that it would be kept informed of such further action as might be taken in consequence of the Bureau's work.

Conclusions.

The questions studied by the Committee on Barriers to International Commercial Motor Transport are of the greatest interest to the Organisation for Communications and Transit, and particularly to its Committee on Road Traffic. The progress of the work that is being done by the International Chamber of Commerce and the Permanent International Bureau of Automobile Manufacturers should be closely followed. The drafts which are to be drawn up—namely, the draft model bilateral convention relating to commercial motor transport, and the proposal for the international standardisation of the maximum size of vehicles allowed to travel on certain roads—might possibly serve as a basis for work to be undertaken later by the Committee on Road Traffic.

II. COMMITTEE ON AUTOMOBILE INSURANCE

This Committee met on June 8th, 1938, under the chairmanship of Mr. Wallace B. Phillips (United States).

The Chairman described the progress of the work in the matter of compulsory insurance and the civil liability of motorists undertaken both by the Rome Institute and by the Communications and Transit Committee, and mentioned the results of an enquiry he had himself carried out with a view to ascertaining the attitude of the various countries and the different branches of economic activity concerned towards compulsory insurance. In the United States, only the State of Massachusetts had adopted that form of insurance, and, generally speaking, public opinion was not in favour of it. The tendency was rather to introduce legislation based on the principle of the financial liability of motorists. As regarded Great Britain, the country which was the first to introduce compulsory insurance for all motor transport, the Chairman had the impression that the big insurance companies were not altogether satisfied with the system; on the one hand, they had to wade through a mass of regulations, which entailed additional expenditure, and, on the other, they were sometimes obliged to cover bad risks. In any case, those companies were not, he thought, inclined to encourage any international effort to make compulsory insurance more general. On the other hand, automobile manufacturers in Great Britain were in favour of the system in question, which, they thought, had successfully overcome the initial difficulties. In France and Italy, insurance companies and automobile manufacturers were, for the most part, opposed to compulsory insurance, or at any rate to insurance based on the objective liability of motorists. It seemed probable that compulsory insurance would eventually be adopted in Germany, where the necessity of international co-operation in the matters of insurance and reinsurance appeared to be recognised.

Dr. Ulrich (Germany) explained the situation in his country, and said that in Germany "a form of objective liability" was recognised at the present time. Various organisations, mainly motorists' organisations, were at present taking steps for the replacement of this form of liability by that based on the concept of the "fault". Others were endeavouring to secure the relaxation of the principle of objective liability. Neither of these conflicting aims had as yet been achieved, but, for social reasons, the legal provisions governing the matter ought to be improved in future. The question of compulsory insurance had been studied for some years past. Insurance had been made compulsory in turn for several categories of motor transport, such as omnibuses, hackney carriages, taxis, public passenger transport vehicles and long-distance goods transport vehicles. Further, in 1936, an indirect obligation to take out an insurance had been imposed in Germany by the promulgation of an ordinance which provided that the driving-licences of uninsured drivers who caused damage and were unable to make it good would be withdrawn. It was as yet too soon to judge of the results of that ordinance. The Academy of German Law had prepared a short bill on compulsory insurance, its aim being to provide the simplest possible solution.

Compulsory insurance had been introduced in Austria in 1929. The incorporation of Austria in the Reich had raised the question of the system to be adopted for the whole Reich. A Committee would meet at the end of August 1938 to study the matter. Account would be taken of the experience acquired in Austria during the last nine years. It was quite possible that the system of compulsory insurance would be extended to the whole of German territory.

Two reports had been submitted to the Committee, one by Dr. Zanelli, Director-General of the Royal Automobile Club of Italy, on the civil liability of motorists, and the other by M. Redenti (Italy), Vice-Chairman of the Committee, on Compulsory Insurance. Both severely criticised the proposals drawn up by the Rome Institute and specified the means by which, in the authors' opinion, the social aim in view—namely, the compensation of the victim of the accident, could be achieved without having recourse to compulsory insurance.

M. Redenti, who also submitted M. Zanelli's report in the latter's absence, pointed out that in Italy, as in Germany and France, it was considered necessary to modify the principle of the reversal of the onus of proof. He explained that he had himself taken part in the work of the Rome Institute, but had disagreed with the proposal of the jurists to adopt the principle of civil liability and compulsory insurance. As regarded the results of this latter system, it had been found that, in Czechoslovakia, the number of accidents had increased by 30% during the first six months after the introduction of compulsory insurance, which had, in fact, weakened the drivers' sense of responsibility. Compulsory insurance increased the cost of motor traffic, because it called for very strict control, and that was expensive. Lastly, it was not always possible to get hold of the guilty party, as, for instance, when the motorist responsible for the accident failed to

stop. He thought, however, that the arrangements for motorists passing from one country to another might be improved. An international insurance policy might be drawn up by agreement between the automobile clubs and the insurance companies.

M. Matteucci and M. Josserand (Rome Institute) described the Institute's work in that connection. The former admitted that the maximum programme drawn up at Rome "was possibly too Utopian at the present time, in view of the diversity of national legal systems". The Institute had done its work with an eye to the future; it had prepared drafts which the various countries might study, and which could be adapted to their special circumstances. For instance, they might provide material that would be useful in framing an international insurance policy.

M. Josserand pointed out that, apart from two or three jurists, the Committee of Experts consisted of men with a practical knowledge of motoring. As for the principle of objective liability, it was recognised everywhere except in Great Britain and Belgium; the United States were also moving in that direction.

Mme. Lehmann gave a brief account of the work done by the Organisation for Communications and Transit and of its co-operation with the Rome Institute, M. Redenti's observations (subsequently withdrawn) having shown that he had a wrong impression of it.

Viscount de Rohan (Chairman of the International Association of Recognised Automobile Clubs) suggested the establishment of a guarantee fund to compensate victims who were unable to obtain compensation by legal process. As regarded facilities for motorists proceeding from one country to another, he wondered whether it would not be possible for the International Association of Recognised Automobile Clubs to take the same action as it had already taken in the matter of the Customs guarantee. After examining the insurance policy, a national automobile club might issue, to such of its members as applied for it, an international card to serve as a guarantee in other countries.

M. Hermant (France) endorsed the views expressed by M. Redenti and M. de Rohan. Automobile clubs ought to enquire into the shortcomings of the present situation and get into touch with insurance companies with a view to remedying them; there was no need of international legislation for that purpose.

M. Voigt-Hansen (a Norwegian insurer) and M. Acutis (Italy) said that the questions of civil liability and compulsory insurance ought to be settled on a national basis; they were opposed to compulsory insurance, which, they feared, would create—as had been the case with insurance against industrial accidents—a monopoly, the effect of which had been to treble the premiums. The International Chamber of Commerce should, they thought, stress once again the fact that it was in favour of freedom in economic activity and insurance.

The resolution adopted reflected the views expressed during the discussion.

The Committee:

- (1) Emphasised the fact that, as the problem was mainly a national one, there was no need for the International Chamber of Commerce to pronounce upon it;
- (2) Took note of the action already taken by private organisations to lessen the international difficulties encountered by motorists passing from one country to another;
- (3) Disapproved of any monopoly in the matter of insurance;
- (4) Decided to follow the development of these questions both in the national and in the international spheres, and to help to remove existing obstacles to international motor traffic.

* * *

The work of the Committee on Compulsory Insurance has been described in some detail, because it is important that the Communications and Transit Committee, and the Special Committee which is to study the drafts drawn up by the Rome Institute, should know what is the attitude of the circles represented in the International Chamber of Commerce towards the principle of compulsory insurance in general and the Rome Institute's drafts in particular.

III. COMMITTEE ON HIGHWAY TRANSPORT

This Committee carried out a brief survey of seven questions, some of them extremely complex—administration and financing of roads, road safety, future organisation and duties of undertakings for public transport by road, future of road transport rates.

As the questions on the agenda of the Committee do not all concern the Organisation for Communications and Transit, only those points of direct or indirect relevance to the work of the Organisation are here reported upon.

Administration and Financing of Roads.

After an exchange of views, a resolution was adopted which covers three main points:

The International Chamber of Commerce recommends:

(1) That, before the construction or reconstruction of a system of roads is undertaken, a thorough study should be made of the actual and potential circumstances in regard both to traffic and to economic development, and that the plans adopted should provide for links with foreign road systems at the frontiers;

(2) That existing main roads should be improved as to safety and provided with separate carriage-ways adequate to meet the traffic requirements of the district concerned;

(3) That roads open to motor traffic exclusively should be built, in view of their advantages from the standpoints of safety, swifter flow of traffic, and reduction of traffic congestion, and in view of the services they render to economic development generally.

Road Safety.

After examining a very detailed report covering all aspects of the problem, prepared by M. Delanney, the Committee, supplementing the resolution adopted by the Berlin Congress on this subject, adopted a series of general recommendations. These urge a number of investigations, legislative measures, action to be taken in pursuance of regulations, and educational or technical action.

Mme. Lehmann wished to draw the attention of the Committee to the fact that some of the points covered had been, or were being studied by the Transit Organisation.

Organisation and Duties of Public Motor Transport Undertakings.

A report on this question had been drawn up by the members of the French National Committee.

The main conclusions reached by the Committee on Highway Transport were the following:

1. Public motor transport undertakings should, as a general rule, discharge all liabilities necessary in the public interest, particularly those relating to safety and punctual transport facilities.

2. Public motor transport should not be simply made subordinate to the circumstances at present governing the conduct of some other means of transport.

3. Where a uniform scale of rates for motor transport is considered desirable, such a scale should be based on factors appertaining to the conduct of motor transport itself and to the character of the traffic.

4. A distinction should be made, as regards the strictness of the regulations and obligations imposed, between different categories of public motor transport, and particularly between undertakings operating under an exclusive concession and those operating under a mere licence.

5. An over-narrow limitation of the number or capacity of the vehicles which public motor transport undertakings are authorised to operate is a measure of an uneconomic character. Motor transport must be left free to adapt itself to requirements, as and when traffic develops and evolves.

6. Licences and concessions should invariably be granted for relatively long periods, and prior option of renewal should be granted to undertakings whose management has conformed to their obligations. Licences granted for short periods only prohibit any initiative or improvement and make it impossible for undertakings to establish their business on sound financial bases.

7. Professional organisation of the public transport industry appears desirable. Nevertheless, it would seem preferable to allow such organisation to be carried out voluntarily on corporate lines, rather than as an obligatory measure.

8. (Reproduced from a resolution adopted by the eighth Congress of the International Chamber of Commerce, Paris, 1935): In the matter of special taxation, public road transport undertakings should pay no more than their proportionate share of the costs of upkeep, repair, policing, improvement and construction of roads. Similarly, the State should refund the cost of the services it requires of such undertakings.

The Private Transport System.

An exchange of views took place on the meaning to be given to the expression "private transport". It was agreed that a person selling goods at a fixed price which includes cost of delivery remains a private carrier, whereas in the case of sale "ex works", with delivery for which a transport charge is made, he ceases to be a private carrier.

The Committee considered that the right of undertakings to convey their own goods in their own vehicles was an absolutely essential prerequisite for safeguarding their interests. Moreover, in the Committee's view, that right conforms to the public interest, since it encourages professional or public carriers to preserve a high standard in their own services, in order that transport may not be diverted to private carriers. The Committee confirmed the resolution adopted by the Paris Congress in 1935, which read as follows:

"Motor traffic of a purely private character must be left free. Private carriers should only be authorised to take paying loads if they fulfil the conditions imposed upon public motor transport undertakings."

The Future of Road Transport Rates.

Dr. Wesemann (Germany), Rapporteur, concluded that it was practically impossible at the present time to forecast with any accuracy the future course of road transport rates. He laid stress on the need for pursuing investigations of the subject without delay. Although the task was complex, partial solutions had already been reached. In the case of certain classes of goods, more or less specialised transport undertakings had reached agreements with the railways.

The Committee decided accordingly to pursue its investigations into the question.

ANNEX 10

[C.246.1938.VIII.]
[C.C.T.681.]

July 23rd, 1938.

REQUEST SUBMITTED UNDER ARTICLE 320 OF THE TREATY OF
ST. GERMAIN-EN-LAYE BY THE ZELTWEG-WOLFSBERG AND UNTERDRAUBURG-
WOELLAN RAILWAY COMPANY, VIENNA

The Secretary-General has the honour to communicate herewith to the Council the award given at The Hague on June 29th, 1938, by the arbitrators upon whom the Council by its resolution of September 29th, 1937, decided to call once more to give an award on all matters still in dispute between the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, Vienna, of the one part, and the States territorially concerned of the other part.

[Translation.]

AWARD

We, the undersigned,

J. G. GUERRERO, former Minister for Foreign Affairs of Salvador, former Vice-Chairman of the Committee for Communications and Transit of the League of Nations, President of the Permanent Court of International Justice;

René MAYER, honorary "Maître des Requêtes" to the Conseil d'Etat of France, member of the Permanent Legal Committee of the Committee for Communications and Transit;

A. POLITIS, former Manager of the Greek Railways, former Vice-Chairman of the Committee for Communications and Transit, Technical Adviser to the Greek Legation, Paris;

Appointed by a resolution of the Council of the League of Nations dated September 29th, 1937, as arbitrators for the purpose of giving an award "on all the matters which are still in dispute" between the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, Vienna, and the States territorially concerned, and more particularly to give, if necessary and to the extent desirable, an authentic interpretation of our award of May 12th, 1934, or to supplement it, or adapt it to the new circumstances having arisen since the award;

In view of our previous award of May 12th, 1934;

In view of the memoranda and counter-memoranda submitted by the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, the Federal Government of Austria and the Royal Government of Yugoslavia;

In view of the petitions made as intervener (*requêtes en intervention*) by the trustees appointed by decision of the Commercial Tribunal of Vienna to represent the priority bondholders of the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, by the Syndicate of Priority Bondholders of the same company at Ljubljana, by the Mortgage Bank of the Yugoslav Savings Funds, and by the trustee appointed by decision of the Provincial Tribunal of Ljubljana to represent the Yugoslav holders of the above-mentioned bonds;

In view of the letter from Dr. Arnold Fried to the Secretary-General of the League of Nations, dated December 9th, 1937, and the letter from the Board of Directors of the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company to the Arbitral Tribunal, dated June 15th, 1938;

In view of the other documents produced and filed in the case;

In view of the decision taken by the President of the Council of the League of Nations on November 16th, 1937, fixing, after consultation of the parties, the amount of the arbitrators' emoluments;

In view of our previous decision of November 18th, 1937, dealing specially with the evaluation of the arbitration costs and the provisional allocation of the necessary advances of funds;

Having heard the observations of the representatives of the Royal Government of Yugoslavia, the other parties having been duly summoned;

Having heard the observations of the trustee of the Yugoslav bondholders of the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, the other trustees not having appeared;

And after due consideration thereof:

As regards the request of the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company:

Whereas by its resolution of September 29th, 1937, the Council of the League of Nations, at the request of the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, represented by the Committee of three delegates appointed for that purpose by the general meetings of shareholders, has appointed the undersigned arbitrators to give awards on the matters in dispute between that company and the States territorially concerned under Article 320 of the Treaty of St. Germain, by interpretation or adaptation of the award given by the same arbitrators on May 12th, 1934, in respect of the same dispute;

Whereas on December 9th, 1937, Dr. Arnold Fried, on behalf of the "Committee of Three", informed the Secretary-General of the League of Nations that the said Committee withdrew the request which it had submitted to the Council for the appointment of arbitrators, abandoning all the requests contained in its memoranda of July 8th, 1935, and September 14th, 1936, and also gave notice of the dissolution of the said "Committee of Three"; whereas this withdrawal was confirmed, in so far as was necessary, by the Board of Directors of the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, in a letter to the Arbitral Tribunal dated June 15th, 1938;

Whereas this withdrawal has been explicitly or implicitly accepted by the two States territorially concerned; whereas although, in a memorandum registered with the Secretariat of the Arbitral Tribunal on December 20th, 1937, the Austrian Federal Government drew attention to a number of points of a doubtful or litigious nature which remained unsettled in its relations with the bondholders, and which would have to be settled by the arbitrators in the course of the new procedure instituted as a result of the resolution adopted by the Council of the League of Nations on September 29th, 1937, it had not brought before the arbitrators requests or conclusions on which they could give an award, in the absence of any outstanding dispute between the company making the request and the States territorially concerned;

As regards the petitions made as intervener with the authorisation of the trustee authorities, on behalf of the bondholders:

Whereas the various shareholders of the two priority loans issued by the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, among whom, under the arbitral award of May 12th, 1934, those sums have to be divided which the States territorially concerned have to pay under the same award as compensation and for repurchase of railway lines have a legal interest distinct from that of the company making the request and the two States territorially concerned; whereas this separate interest entitles them to intervene in the settlement of disputes arising out of the execution of the above award as between the company making the request and the States, which are the sole parties to the case under Article 320 of the Treaty of St. Germain;

Whereas, since the withdrawal of its request by the company and the absence of any dispute between the company and the States territorially concerned has terminated the principal proceedings, the petitions as intervener entered in the name of the bondholders cannot be allowed;

As regards arbitration costs:

Whereas it has been found on examination that the company's request arose from opposition to the execution of the award of May 12th, 1934, on the part of the Austrian Federal Government; whereas, in the circumstances of the case, the withdrawal of the case by the company cannot prevent the placing of the whole of the arbitration costs as stated in the Appendix to the charge of the State territorially concerned in the Zeltweg-Wolfsberg line, with a deduction of the sum of 1,896.85 Swiss francs chargeable to the company making the request; whereas the Royal Yugoslav Government will be repaid the amount advanced by it when the amount of such costs shall have been paid in full to the Treasurer of the League of Nations;

For these reasons, give the following award:

Article I.

The withdrawal of the request of the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company is hereby placed on record.

Article II.

The petitions as intervener submitted on behalf of the bondholders are disallowed.

Article III.

Arbitration costs as stated in the Appendix shall be borne by the State territorially concerned in the Zeltweg-Wolfsberg line, with a deduction of the sum of 1,896.85 Swiss francs chargeable to the company making the request. The Royal Yugoslav Government shall be repaid the amount advanced by it when the above costs shall have been paid in full to the Treasurer of the League of Nations.

Article IV.

The present arbitral award shall be notified by the Secretary of the Arbitral Tribunal to the States territorially concerned, to the company making the request, and to the trustees who have submitted the petitions as interveners. The original shall be transmitted to the Secretary-General of the League of Nations, to be retained by him.

Done at The Hague on June the twenty-ninth,
one thousand nine hundred and thirty-eight.

(Signed) J. G. GUERRERO,
MAYER,
A. POLITIS.

Appendix.

The costs of the arbitral award given on June 29th, 1938, shall be fixed at twenty-two thousand six hundred and six Swiss francs, fifty centimes (22,606.50 francs). This amount shall include the emoluments of the arbitrators, which have been fixed at twenty thousand Swiss francs (20,000 francs).

The said costs shall be borne as to twenty thousand seven hundred and nine Swiss francs, sixty-five centimes (20,709.65 francs), by the State territorially concerned in the Zeltweg-Wolfsberg line, and as to one thousand eight hundred and ninety-six Swiss francs, eighty-five centimes (1,896.85 francs), by the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, as provided in Article III of the terms of the above-mentioned award.

The Royal Yugoslav Government shall be repaid the amount advanced by it, as prescribed by our decision of November 18th, 1937, namely ten thousand Swiss francs (10,000 francs), when the above costs have been paid in full to the Treasurer of the League of Nations.

Done at The Hague on June the twenty-ninth,
one thousand nine hundred and thirty-eight.

(Signed) J. G. GUERRERO,
MAYER,
A. POLITIS.

ANNEX 11

[C.C.T.680.]

July 22nd, 1938.

TECHNICAL CO-OPERATION BETWEEN THE CHINESE GOVERNMENT AND THE
COMMUNICATIONS AND TRANSIT ORGANISATION

NOTE BY THE SECRETARIAT

Since the Committee's last session, there have been important changes, due to existing circumstances in China, in the technical co-operation between the Chinese Government and the Communications and Transit Organisation.

This co-operation had, at the Chinese Government's suggestion, been extended at the beginning of 1937, mainly by the creation at Nanking of a Chinese Study Bureau to which the League of Nations had attached three foreign engineers as advisers. One of these was to be in charge of the Bureau. The Chinese Government, for its part, had placed a number of Chinese engineers at the Bureau's disposal, and had also supplied the material and subordinate staff necessary for its operation.

This Bureau had only just begun to function when hostilities broke out, whereupon the Chinese Government withdrew the staff which it had attached to the Bureau. The latter, accordingly, ceased to have any actual existence.

In these circumstances, and as one of the League of Nations experts, M. Coursin (sent to China to organise the Bureau and direct it at the outset) had, in any case, to return to Europe early in the autumn of 1937, no steps were taken to appoint a new Director, particularly as the eighteenth Assembly had meanwhile decided (September 1937), on the Chinese Government's proposal, to devote all resources available for technical co-operation in China to assisting the Chinese authorities to organise the campaign against epidemics. On the other hand, the two engineers who were already on the spot, M. Bourdrez and M. Maux, having agreed to continue in the new circumstances to lend their assistance to the Chinese Government, are still on mission in China, subject to any decisions which may be taken by the next Assembly in September 1938. As regards the duties of these two experts at the present time, the Chinese Government is using their services in various matters with which they are qualified to deal, as and when momentary necessities arise.

This, then, is the only kind of technical co-operation—one which is undoubtedly of great importance to the Chinese Government—that is at present in being between the Chinese Government and the Communications and Transit Organisation.

ANNEX 12

[C.C.T./C.D.R.3.]

July 29th, 1938.

COMMITTEE OF EXPERTS FOR THE CODIFICATION OF ROAD LAW

REPORT ON THE FIRST SESSION OF THE COMMITTEE HELD AT GENEVA
FROM JULY 25TH TO 27TH, 1938

The Committee, the creation of which was recommended by the Committee on Road Traffic (twelfth session),¹ was set up by the Chairman of the Committee for Communications and Transit, under the title "Committee of Experts for the Codification of Road Law". Its members are the following:

M. WALCKENAER (*Chairman*), Member of the Committee on Road Traffic;
Mr. BIRCHNELL, Member of the Committee on Road Traffic;
M. HOSTIE, Member of the Legal Committee;
M. ROTHMUND, Member of the Committee on Road Traffic;
M. DE SZECHY, Doctor of Laws, Engineer, Technical Adviser to the Royal Hungarian Ministry of Trade and Communications.

The Committee met at Geneva on July 25th, 26th and 27th, 1938.

After a preliminary exchange of observations on the order in which the work should be carried out in pursuance of the programme outlined by the Committee for Communications and Transit (twentieth session)² and the Committee on Road Traffic (twelfth session)¹, the Committee decided first to complete and supplement the preliminary work done by the Committee on Road Traffic.

This study was taken up at once, and led to important exchanges of observations during the three days of the session. Up to the present, however, it has been possible to deal only with the revision of the 1926 Convention relating to motor traffic. Furthermore, so far as this first subject is concerned, it was clear, in view of the complexity of the questions raised, that, in both the technical and the legal and administrative aspects, certain preliminary studies were necessary, more particularly in regard to the new facilities contemplated in the matter of traffic documents.

For these reasons, the Committee decided to adjourn to a further session, to be held after its members had had an opportunity, each for his own part, to amplify the documentary material.

The Committee also reserves the right to ask, at the proper time, for the co-operation of a few international organisations, the representatives of which would be invited to attend that session for the purpose of giving explanations or advice on specific questions. It is considered that the second session should be held in November next. While the Committee's studies will be pursued as actively as possible, there is no doubt that the work will take some time.

ANNEX 13

[C.C.T./P.N.7.]

May 24th, 1938.

REPORT OF THE SPECIAL COMMITTEE FOR THE STUDY OF SIGNALS
AT LEVEL-CROSSINGS ON ITS THIRD SESSION, HELD AT GENEVA
FROM APRIL 20TH TO 23RD, 1938

The interest taken by the Committee for Communications and Transit in safety measures for road traffic is well known. During the last few years, it has more particularly examined the question of railway level-crossings.

The international Conventions of April 24th, 1926, and March 30th, 1931, relating to motor traffic and road signals, provide that road users shall be warned at a distance of the approach of level-crossings by triangular signals bearing a picture of a gate or an engine as the case may be. Apart, however, from the fact that these signals may not always attract sufficient attention during the night, unless some additional measures are adopted, they are not adequate in themselves. A further warning should be given to the motorist or carter in the immediate vicinity of the level-crossing.

At a meeting held at Seville in May 1926, the International Railway Union decided that unguarded level-crossings should be provided for this purpose with fixed signals in the form of the St. Andrew's Cross. This signal is now widely used, though there is not complete uniformity

¹ Document C.203.M.III.1938.VIII.

² Document C.380.M.256.1937.VIII.

Article IV.

The present arbitral award shall be notified by the Secretary of the Arbitral Tribunal to the States territorially concerned, to the company making the request, and to the trustees who have submitted the petitions as intervener. The original shall be transmitted to the Secretary-General of the League of Nations, to be retained by him.

Done at The Hague on June the twenty-ninth,
one thousand nine hundred and thirty-eight.

(Signed) J. G. GUERRERO,
MAYER,
A. POLITIS.

Appendix.

The costs of the arbitral award given on June 29th, 1938, shall be fixed at twenty-two thousand six hundred and six Swiss francs, fifty centimes (22,606.50 francs). This amount shall include the emoluments of the arbitrators, which have been fixed at twenty thousand Swiss francs (20,000 francs).

The said costs shall be borne as to twenty thousand seven hundred and nine Swiss francs, sixty-five centimes (20,709.65 francs), by the State territorially concerned in the Zeltweg-Wolfsberg line, and as to one thousand eight hundred and ninety-six Swiss francs, eighty-five centimes (1,896.85 francs), by the Zeltweg-Wolfsberg and Unterdrauburg-Woellan Railway Company, as provided in Article III of the terms of the above-mentioned award.

The Royal Yugoslav Government shall be repaid the amount advanced by it, as prescribed by our decision of November 18th, 1937, namely ten thousand Swiss francs (10,000 francs), when the above costs have been paid in full to the Treasurer of the League of Nations.

Done at The Hague on June the twenty-ninth,
one thousand nine hundred and thirty-eight.

(Signed) J. G. GUERRERO,
MAYER,
A. POLITIS.

ANNEX 11

[C.C.T.680.]

July 22nd, 1938.

**TECHNICAL CO-OPERATION BETWEEN THE CHINESE GOVERNMENT AND THE
COMMUNICATIONS AND TRANSIT ORGANISATION**

NOTE BY THE SECRETARIAT

Since the Committee's last session, there have been important changes, due to existing circumstances in China, in the technical co-operation between the Chinese Government and the Communications and Transit Organisation.

This co-operation had, at the Chinese Government's suggestion, been extended at the beginning of 1937, mainly by the creation at Nanking of a Chinese Study Bureau to which the League of Nations had attached three foreign engineers as advisers. One of these was to be in charge of the Bureau. The Chinese Government, for its part, had placed a number of Chinese engineers at the Bureau's disposal, and had also supplied the material and subordinate staff necessary for its operation.

This Bureau had only just begun to function when hostilities broke out, whereupon the Chinese Government withdrew the staff which it had attached to the Bureau. The latter, accordingly, ceased to have any actual existence.

In these circumstances, and as one of the League of Nations experts, M. Coursin (sent to China to organise the Bureau and direct it at the outset) had, in any case, to return to Europe early in the autumn of 1937, no steps were taken to appoint a new Director, particularly as the eighteenth Assembly had meanwhile decided (September 1937), on the Chinese Government's proposal, to devote all resources available for technical co-operation in China to assisting the Chinese authorities to organise the campaign against epidemics. On the other hand, the two engineers who were already on the spot, M. Bourdrez and M. Maux, having agreed to continue in the new circumstances to lend their assistance to the Chinese Government, are still on mission in China, subject to any decisions which may be taken by the next Assembly in September 1938. As regards the duties of these two experts at the present time, the Chinese Government is using their services in various matters with which they are qualified to deal, as and when momentary necessities arise.

This, then, is the only kind of technical co-operation—one which is undoubtedly of great importance to the Chinese Government—that is at present in being between the Chinese Government and the Communications and Transit Organisation.

ANNEX 12

[C.C.T./C.D.R.3.]

July 29th, 1938.

COMMITTEE OF EXPERTS FOR THE CODIFICATION OF ROAD LAW

REPORT ON THE FIRST SESSION OF THE COMMITTEE HELD AT GENEVA
FROM JULY 25TH TO 27TH, 1938

The Committee, the creation of which was recommended by the Committee on Road Traffic (twelfth session),¹ was set up by the Chairman of the Committee for Communications and Transit, under the title "Committee of Experts for the Codification of Road Law". Its members are the following:

- M. WALCKENAER (*Chairman*), Member of the Committee on Road Traffic;
- Mr. BIRTCHNELL, Member of the Committee on Road Traffic;
- M. HOSTIE, Member of the Legal Committee;
- M. ROTHMUND, Member of the Committee on Road Traffic;
- M. DE SZECHY, Doctor of Laws, Engineer, Technical Adviser to the Royal Hungarian Ministry of Trade and Communications.

The Committee met at Geneva on July 25th, 26th and 27th, 1938.

After a preliminary exchange of observations on the order in which the work should be carried out in pursuance of the programme outlined by the Committee for Communications and Transit (twentieth session)² and the Committee on Road Traffic (twelfth session)¹, the Committee decided first to complete and supplement the preliminary work done by the Committee on Road Traffic.

This study was taken up at once, and led to important exchanges of observations during the three days of the session. Up to the present, however, it has been possible to deal only with the revision of the 1926 Convention relating to motor traffic. Furthermore, so far as this first subject is concerned, it was clear, in view of the complexity of the questions raised, that, in both the technical and the legal and administrative aspects, certain preliminary studies were necessary, more particularly in regard to the new facilities contemplated in the matter of traffic documents.

For these reasons, the Committee decided to adjourn to a further session, to be held after its members had had an opportunity, each for his own part, to amplify the documentary material.

The Committee also reserves the right to ask, at the proper time, for the co-operation of a few international organisations, the representatives of which would be invited to attend that session for the purpose of giving explanations or advice on specific questions. It is considered that the second session should be held in November next. While the Committee's studies will be pursued as actively as possible, there is no doubt that the work will take some time.

ANNEX 13

[C.C.T./P.N.7.]

May 24th, 1938.

REPORT OF THE SPECIAL COMMITTEE FOR THE STUDY OF SIGNALS
AT LEVEL-CROSSINGS ON ITS THIRD SESSION, HELD AT GENEVA
FROM APRIL 20TH TO 23RD, 1938

The interest taken by the Committee for Communications and Transit in safety measures for road traffic is well known. During the last few years, it has more particularly examined the question of railway level-crossings.

The international Conventions of April 24th, 1926, and March 30th, 1931, relating to motor traffic and road signals, provide that road users shall be warned at a distance of the approach of level-crossings by triangular signals bearing a picture of a gate or an engine as the case may be. Apart, however, from the fact that these signals may not always attract sufficient attention during the night, unless some additional measures are adopted, they are not adequate in themselves. A further warning should be given to the motorist or carter in the immediate vicinity of the level-crossing.

At a meeting held at Seville in May 1926, the International Railway Union decided that unguarded level-crossings should be provided for this purpose with fixed signals in the form of the St. Andrew's Cross. This signal is now widely used, though there is not complete uniformity

¹ Document C.203.M.111.1938.VIII.

² Document C.380.M.256.1937.VIII.

in its use. It should not be forgotten that its use is not the result of a convention between States, but only of an agreement between the members of the International Railway Union.

At its twelfth session, held at Cairo in January 1933, the International Association of Railway Congresses prefaced its conclusions by an invitation to all countries to adopt uniform legislation and regulations on the protection of level-crossings and types of signals, on the ground that road traffic formerly local was to a great extent becoming high-speed traffic, and to an increasing extent international traffic.

Level-crossings may in fact be divided into three categories: level-crossings with gates, level-crossings without gates but with automatic signals indicating the approach of trains and level-crossings without gates and without automatic signals. If uniform signals are to be adopted for each of these three categories, an international agreement is indispensable. It should be noted that the provisions laid down in the agreement must be compulsory, differing in this respect from those of the 1926 and 1931 Conventions, which dealt with road signals only. Those Conventions, as everyone is aware, did not impose on States any obligation to place the road signals agreed upon in any particular spot, but only to see that such signals as were provided were of the types specified. In the case of level-crossings, however, it is in the nature of things, and is essential to safety, not only that the signals at level-crossings of each of the three categories should be those specified and no others, but also that such signals should actually be provided.

It becomes more important and urgent every year to conclude such an agreement. On the roads, there is a steady increase in the speed of motor-vehicles of all kinds, in the size of some of them (motor-coaches, lorries), and in the amount of traffic; on the railways, main-line trains are becoming faster and the use of autorail trains is introducing high speeds hitherto unknown on subsidiary lines. It is of very great importance, for these various reasons, that safety measures should be taken at level-crossings. The introduction of a uniform system of signals for each of the three categories of level-crossing is the necessary complement of the unification of road signals on which so satisfactory a beginning was made by the 1926 and 1931 Conventions.

There is no time to lose; for it is important not to wait until different systems, difficult to unify later on, have been introduced and become familiar in the different countries.

The Committee for Communications and Transit therefore decided to have this question studied, and, as the measures to be studied should be of interest to both highway departments and railway administrations, it entrusted this work to a special Committee consisting of experts in both fields.

The special Committee of Experts had not quite finished its work, but had already prepared draft regulations on signals at level-crossings, when the seventh International Road Congress met at Munich in September 1934. The text of the draft was communicated to the Congress, which took note of it and expressed the hope that the question would be studied as soon as possible by an international conference.

The report of the special Committee of Experts, together with the draft regulations, was presented on May 14th, 1935.¹ At its nineteenth session, held at Geneva from November 5th to 9th, 1935, the Committee for Communications and Transit approved the conclusions of the report, and decided to submit it to the Council with the request that the Governments be consulted as to whether those conclusions could be taken as a basis for an international convention.²

At its twentieth session, held from August 31st to September 4th, 1937, the Committee reverted to the matter in order to examine the replies received from Governments as a result of the above consultation³ and adopted the following resolution:

“ The Advisory and Technical Committee, having examined the replies received by the Secretariat as a result of the consultation of Governments in regard to the programme drawn up by the Committee at its nineteenth session regarding signals at level-crossings, requests the Special Committee that drew up the documents in question to prepare, in the light of the replies already received from Governments or of those that may still be received by the Secretariat, a draft convention which the Committee will examine at its next session.”

In pursuance of this resolution, the special Committee of Experts appointed to examine the problem of signals at level-crossings met at Geneva on April 20th, 1938, and the following days.⁴ Its main task was to embody its former conclusions, approved in principle by the

¹ Document C.458.M.240.1935.VIII, page 77.

² *Ibid.*, page 22.

³ Document C.380.M.256.1937.VIII, page 30.

⁴ The Committee was composed as follows:

M. J. DE RUELLE, Legal Adviser to the Belgian Ministry for Foreign Affairs; Member of the Committee for Communications and Transit (*Chairman*);

Mr. C. A. BIRCHNELL, Assistant-Secretary of the Roads Department, Ministry of Transport of the United Kingdom;

M. Ch. H. J. DRIESSEN, Chief Engineer, Head of the Permanent Way and Works Department of the Netherlands Railways;

M. H. HUNZIKER, Director-General of the Swiss Federal Department of Posts and Telegraphs;

M. P. A. VALSINGER, Head of the Roads Section of the Swedish Department of Roads and Bridges;

M. C. WALCKENAER, former Inspector-General of Mines at the French Ministry of Public Works.

Committee for Communications and Transit, by the Assembly¹ and by many Governments, in an international draft convention. It had also to examine a number of observations made in this connection by some of the Governments which had been consulted.

The Special Committee made only slight alterations and rectifications in its previous work. The draft which it is submitting to the Committee therefore reproduces, in the form of the provisions of a Convention, the measures which it had recommended for adoption. Below will be found the few amendments which were made, together with an account of the exchanges of views that took place in connection with the above-mentioned observations made by certain Governments.

It appeared desirable, in accordance with certain precedents well known in Geneva, to divide the draft Convention into two parts. The first part, constituting the Convention proper, contains a general undertaking, the details of which are given in Regulations, annexed to the Convention, which constitute the second part. The first part also includes all the formal provisions, such as those affecting signature, ratification, accession, entry into force, revision, denunciation and undertakings in connection with colonies and other territories, as distinct from territories of the mother country.

Such subdivision has the advantage of giving more elasticity to the undertakings assumed, so that they may always meet the requirements of the moment and allow progress to be made. In fact, the measures which Governments undertake to adopt, and which are mentioned in the annexed Regulations, may be amended at the proposal of any contracting party, after written consultation of the States concerned, and without the necessity of summoning a revising Conference. This was an important point, as the growth of motor traffic constantly entails new measures. Railway traffic, too, has developed in a parallel way to road traffic.

The groundwork of the system submitted by the Special Committee to the Committee for Communications and Transit at its nineteenth session will be remembered. The Committee considered that level-crossings could be divided into three categories:

- A. Level-crossings with gates;
- B. Level-crossings without gates but with automatic signals;
- C. Level-crossings without gates and without automatic signals.

For each of these three categories, the Special Committee was of the opinion that the regulations to be laid down should be different, so that the special dangers of each of the three cases could be averted.

A. *Level-crossings with Gates.*

The following is a summary of the measures recommended for such crossings in 1935:

1. The placing of triangular advance signals bearing a picture of a gate; the post to be painted in alternate red and white or red and light yellow transverse stripes. In addition, where there is a large volume of motor traffic during the night, the rim of the triangle must be provided with white or yellow reflectors, unless the neighbourhood of the level-crossing is shown either by posts indicating distances or by palms painted red and white or red and light yellow.

2. The gates must be painted red and white or red and light yellow, and must be provided during the night with red reflectors, or with a red light, or with a floodlight, illuminating the gate whenever it is not fully open.

3. Signals in the form of a St. Andrew's cross to be prohibited, these being reserved for level-crossings without gates.

4. Gates operated from a distance must be provided with sound or light signals, to warn users of the road.

When it re-examined these proposals at its meeting in April 1938, the Special Committee had before it an observation from the French Government, stating that the reflectors with which triangular signals must be provided by night need not necessarily be on the rim of the triangle, but could be placed at its apex or on the picture, in whatever way was most appropriate. The Special Committee acted on this observation by recommending that the text should read "the triangle must be provided with white or yellow reflectors".

The question also arose whether it should be compulsory to place posts indicating distances (which must be used when the triangle is not provided with reflectors) on the right or left side of the road according as the traffic keeps to the right or left, as proposed by the Special Committee in 1935. It was recognised that the administrations concerned should be left free to determine this according to the nature of the locality and its configuration.

Finally, in response to an observation made by the Government of the Union of Soviet Socialist Republics, the Special Committee considered the colours to be adopted for the posts of the triangular signals, and whether the choice of colours should be left to the competent administrations

¹ See documents A.78.1936.VIII and A.58.1937.VIII.

with the proviso that the colours should be alternate and contrasting. The Committee agreed to recommend uniformity in this matter and the general use of alternate red and white or red and yellow stripes as having, among other advantages, that of giving the greatest contrast.

The Special Committee also considered whether, in connection with the regulations governing the use of advance triangular signals, it should not take into account the fact that the Convention of April 24th, 1926, relative to Motor Traffic permits the use of the hollow triangle—*i.e.*, without a picture, whether of a gate or locomotive—in the case of countries where, owing to special weather conditions—snow, ice, etc.—the picture might become invisible. It would seem that, with the exception of the United Kingdom, the European countries—*e.g.*, Sweden and Switzerland in particular—which might have found this exception useful have abandoned its use. Though signals may be only imperfectly visible over varying periods of time on account of the above-mentioned weather conditions, it is none the less true that they retain their usefulness for the greater part of the time. Moreover, this question might form the subject of a reservation when the signature of the Convention is contemplated. The same consideration recurs below in connection with signals for the other two categories of level-crossing.

With regard to the prohibition of signals in the form of a St. Andrew's cross in the case of level-crossings with gates, it was recognised that some signals which are frequently used in certain European countries and which consist of two diverging arms extending upwards only, and forming, as it were, half of a St. Andrew's cross, must not be considered as constituting St. Andrew's crosses.

B. *Level-crossings without Gates but with Automatic Signals.*

The measures recommended for this category of level-crossing in the 1935 draft were the following:

1. The erection of advance triangular signals bearing the picture of a locomotive.
2. The placing in the immediate vicinity of the railway of a signal in the form of a single or double St. Andrew's cross, according as the line is single or double.
3. The placing, also in the immediate vicinity of the railway, of an automatic signal giving warning of the approach of trains and consisting of red flashing lights indicating that road traffic must stop.
4. The light signal to be accompanied by a sound signal.
5. The further compulsory use, on roads with a considerable volume of motor traffic, of at least one of the following four devices:
 - (a) A flashing white light appearing at periods other than those at which the red flashing light is shown;
 - (b) A number of posts indicating the distance between the triangular advance sign and the level-crossing;
 - (c) Palings painted red and white or red and light yellow in the immediate neighbourhood of level-crossings;
 - (d) Reflectors on the triangular advance signal.

Few changes were made in these proposals. In connection with the St. Andrew's cross to be placed in the immediate neighbourhood of the railway line, the French Government had proposed the replacement of the words "single or double" by the words "with single arms or with single upper arms and double lower arms". The Special Committee took note of this proposal in the draft text which it adopted.

The rule that an automatic signal giving warning of the approach of trains should also be placed in the immediate vicinity of the railway gave rise to an interesting exchange of views. The French Government had announced that it was in favour of having one or more white flashing lights which should be visible when there was no need to stop, that is, when the line was clear, in addition to the red flashing light indicating that road traffic must stop. The Special Committee considered that such an increase in signalling arrangements was not absolutely necessary and would prove too costly. Not only would the light-signal device have to be more complicated, but the consumption of electric current or acetylene would be very greatly increased, and whereas red flashing lights are working for only a relatively short time, the white lights would have to work for most of the day.

The Special Committee was, however, able to take into account the reasons actuating the French proposal, one of which is that the showing of the white light serves as evidence that the flashing light device is not out of order. A provision was inserted in the draft recommending appropriate measures to guard against an accidental failure in the automatic signalling apparatus. The choice of such measures is, moreover, left to the competent administrative authorities. This solution is calculated to give satisfaction also to the Netherlands Government, which regards an automatic control of light signals as desirable, though not indispensable. Furthermore, it was pointed out that the Convention will impose only a minimum number of precautionary measures upon the contracting parties, and that nothing but satisfaction will be felt if a country deems it necessary to go further and take even greater precautions.

The Special Committee also dwelt on the obligation of adding a sound signal to the red light signal. It was pointed out that sound signals add to the intricacy of the signalling mechanism without rendering light signals more effective. The argument was also advanced that sound signals may constitute a nuisance for the inhabitants of the neighbourhood, and that, furthermore, they affect not the motorist but the pedestrian or cyclist. Against these objections, it was pointed out that pedestrians and cyclists must also be protected, that the cost of sound signals is negligible, and that their installation can be extremely simple. After weighing these advantages and disadvantages, the Committee ultimately decided to retain sound signals.

Finally, the French Government had proposed the addition to the contracting parties' obligations of a provision to the effect that the visibility of the railway line should be such that, with due allowance for the maximum speed of the trains, the driver of a vehicle approaching a level-crossing may have time to clear it if no train is in sight. The Committee readily admitted that this was a highly desirable precaution, but considered that it need not be formulated, as States would certainly observe it; the releasing device setting the automatic mechanism in motion will naturally be placed on the line at the point where it can produce the maximum useful effect.

C. Level-crossings without Gates and without Automatic Signals.

The measures contained in the 1935 draft under this heading were the following:

1. The railway lines should be clearly visible to road users, this being an absolutely essential condition.
2. An advance triangular signal bearing the picture of a locomotive should be erected.
3. A signal in the form of a single or double St. Andrew's cross should be placed in the immediate vicinity of the railway.
4. In addition, one of the four following devices should be used in the case of level-crossings used by a considerable volume of motor traffic:
 - (a) Posts, indicating distances, placed between the triangular signal and the level-crossing;
 - (b) Red and white or red and light yellow palings in the immediate vicinity of the level-crossing;
 - (c) A flashing amber-coloured light working during the whole period when the train service in the immediate neighbourhood of the level-crossing is in operation;
 - (d) White or yellow reflectors suitably placed on the triangular advance signal.

In connection with the level-crossings of this third category, the Special Committee noted a proposal made by the Estonian and Latvian Governments to the effect that specially-shaped signals should be installed at level-crossings with imperfect visibility, which, owing to the absence of a large volume of traffic, were not to be provided with gates or automatic signals. The Special Committee was unable to accept this proposal, on the grounds that safety signals could not be arbitrarily increased in number, as to do so could only lead to dangerous confusion, and that the essential guarantee which level-crossings without gates and without automatic signals must provide is perfect visibility. The lack of visibility cannot be remedied by the erection of a signal of any special form. On this point, the opinion of the members of the Committee was most categorical. If it is impossible to have perfect visibility at such level-crossings, then it is essential that they should be equipped as indicated for level-crossings of categories A and B above.

The provisions relating to level-crossings without gates or automatic signals included, in their earlier form, certain additional precautionary measures to be taken where level-crossings are used by motor traffic. The French Government had wondered whether it would not be advisable to limit the obligation to cases where there was a fair volume of such traffic, and where it was not exclusively local. The Committee was of the opinion that the system of safeguards should not be weakened without good reason. It pointed out, furthermore, that the authorities concerned could choose between four measures: the erection either of posts indicating distances, or of red and white, or red and light yellow, palings, or of a flashing amber-coloured light, or of a triangular advance signal fitted with reflectors. The choice would necessarily depend on the amount of traffic, and on local conditions, so that the most costly measures need not be adopted where they were not essential.

Exceptions and Special Cases.

The Special Committee's work, in its 1935 form, covered certain provisions relating to local railways and tramways. In the case of these two categories, there is no need whatever to provide for a different signalling system from that used for main railway lines. The Committee had, however, contemplated the possibility of introducing simplifications in connection with the use

of such signals, the nature of such simplifications to be left to the discretion of the different Governments according to the circumstances in each case. At its present session (April 1938), the Special Committee maintained this view, but also examined some other possibilities to which its attention had been drawn by several members. The case had to be considered of parts of railways on which there was a certain amount of traffic, but where special precautions were taken which removed any risk of accident. Such were, for instance, connecting-lines to factory sidings, railway lines along the quays of certain harbours, and, particularly in the Netherlands, certain lines discarded for passenger traffic but still used for a few goods wagons, drawn by low-powered and slow locomotives, which stop before clearing a level-crossing and give appropriate signals warning road-users of their presence.

The text recommended by the Committee in this connection takes all such particular cases into account and admits of reasonable compromises, as to the desirability of which the authorities of the contracting countries must decide. The Netherlands Government had enquired whether the case of tramways should not be considered at greater length, but the Committee was of the opinion that the draft it recommended also met that Government's difficulties.

Miscellaneous.

The Special Committee's attention was drawn to the fears expressed in certain competent quarters in the United Kingdom as to the consequences of the acceptance by the United Kingdom Government of a Convention which, in several of its clauses, treats a red light as an unconditional order to drivers to stop. Red has not always such a categorical significance in England. Thus, the United Kingdom, which was a party to the 1926 Convention, considered that it was entitled to provide the triangular danger signals (which are warning signals and not signals calling upon the driver to stop) with red reflectors. It is argued in England that red is the most recommendable colour, as it is the most clearly visible in fog; to prohibit its use would therefore cause real inconvenience when its sole object is to warn drivers of vehicles to be careful. Further, there are at present no provisions in any Convention condemning this practice. The Special Committee could only take note of this view. It did not consider itself authorised to adopt a position in the matter which might prove at variance with the view of the Communications and Transit Organisation of the League, and, in particular, of the Committee on Road Traffic; nor could it disregard an acceptance of the significance of red in the signalling system which is gaining an ever-increasing hold on the Continent.

The proposals made in 1935 contained certain provisions lying outside the scope of signalling, drawn up for the benefit of road-users to whom it was intended to recommend caution. These provisions have been omitted, not because they were useless or out of place, but because they may more appropriately be embodied in an international highway code. Furthermore, there is no doubt that, in the various countries, the regulations governing traffic already contain the requisite provisions.

* * *

In accordance with the mandate it received from the Committee for Communications and Transit, the results of the Special Committee's discussions have been embodied in a draft Convention, unanimously adopted by its members, which it has the honour to submit to the Committee for Communications and Transit. As stated at the beginning of this report, the Convention is in two parts, the first of which constitutes the Convention proper, while the second consists of the appropriate technical regulations. The draft Convention is followed by various recommendations, some of which even go beyond the scope of the Convention, as for instance those that refer to the construction of new lines, the plans of which will ensure a fuller measure of traffic safety than any attempt is made to provide to-day.

The exchanges of views which took place only served to strengthen the conviction that the conclusion of an international convention on this subject is not only feasible but desirable. Such a convention should be concluded as soon as possible. Delay can only serve to increase the difficulties, since it would cause States to adopt unco-ordinated measures which, on account of the expenditure involved, they could hardly be asked to amend later.

* * *

PRELIMINARY DRAFT CONVENTION RELATING TO SIGNALS AT LEVEL-CROSSINGS

The Heads of States (list)
recognising the desirability of taking concerted action for the drawing-up and adoption of a uniform system of appropriate signals at level-crossings,

Have resolved to conclude a Convention for that purpose, and have appointed as their Plenipotentiaries
who, having communicated to each other their full powers, found in good and due form, have agreed as follows:

Article 1.

The High Contracting Parties undertake that, with regard to signals at level-crossings, all measures taken shall be in conformity with the Regulations annexed to the present Convention. Such measures shall, in the case of each territory concerned, be taken as soon as possible, and in any case before the expiry of a period of . . . years from the entry into force of the present Convention, in conformity with Articles 4, 5 and 9.

Article 2.

1. The present Convention, of which the English and French texts are equally authentic, shall bear to-day's date. It shall remain open until . . . for signature on behalf of any Member of the League of Nations and of any non-member State which has been represented at the Conference or to which the Council of the League of Nations has communicated a copy of the Convention for that purpose.

2. The present Convention shall be ratified, and the instruments of ratification shall be deposited with the Secretary-General of the League of Nations, who shall notify receipt thereof to all Members of the League of Nations and to all the non-member States referred to in the preceding paragraph.

Article 3.

1. As from the . . . day of . . . (*i.e.*, the closing date for signature under Article 2, 1), the present Convention may be acceded to on behalf of any Member of the League of Nations and of any non-member State referred to in Article 2.

2. The instruments of accession shall be transmitted to the Secretary-General of the League of Nations, who shall notify their receipt to all Members of the League of Nations and to the non-member States referred to in Article 2.

Article 4.

1. Any ratification of or accession to the present Convention may be expressed to be conditional on the ratification or accession of one or more other Members of the League of Nations or non-member States.

2. Ratifications or accessions which are made conditional under the preceding paragraph shall be deemed to be received on the day on which this condition is fulfilled.

3. The present Convention shall come into force on the ninetieth day following that on which the Secretary-General of the League of Nations receives the instruments of ratification or acts of accession on behalf of . . . Members of the League of Nations or non-member States.

Article 5.

Ratifications or accessions received after the entry into force of the Convention under Article 4, 3, shall take effect as from the ninetieth day after the receipt thereof by the Secretary-General of the League of Nations, or as from the date on which the condition referred to in Article 4, 1, is fulfilled.

Article 6.

Any High Contracting Party may at any time propose that such amendments or additions as it may deem expedient be made to the Regulations annexed to the present Convention. The proposal shall be forwarded to the Secretary-General of the League of Nations, who shall communicate it to all the other Parties. Should the proposal be unanimously adopted by those Parties (including those whose ratifications or accessions have not yet taken effect), the Regulations annexed to the present Convention shall be amended accordingly.

Article 7.

1. At any time after the expiry of . . . years from the entry into force of this Convention, a request for its revision may be submitted by not less than three High Contracting Parties.

2. The request referred to in the preceding paragraph shall be addressed to the Secretary-General of the League of Nations, who shall notify the other parties and inform the Council of the League of Nations accordingly.

Article 8.

1. After the expiry of . . . years from its entry into force, the present Convention may be denounced by any of the High Contracting Parties.

2. The denunciation shall take the form of a notification in writing addressed to the Secretary-General of the League of Nations, who shall inform thereof all the Members of the League of Nations and all the non-member States referred to in Article 2, 1.

3. The denunciation shall take effect . . . years after the date on which it has been received by the Secretary-General, and shall be operative only in respect of the Members of the League or non-member States on whose behalf it has been deposited.

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

Article 9.

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

2. Any High Contracting Party may give notice to the Secretary-General of the League of Nations at any time subsequently that he desires that the Convention shall be applicable to all or any of the territories which have been made the subject of a declaration under the preceding paragraph, and, in such case, the Convention shall apply to all the territories named in such notice . . . years after receipt thereof by the Secretary-General.

3. In the same way, any High Contracting Party may declare at any time after the expiry of the period of . . . years specified in Article 8, 1, that he desires that the present Convention shall cease to apply to all or any of his colonies, protectorates, oversea territories or territories under suzerainty or mandate, and, in such case, the Convention shall cease to apply to the territories named in such declaration . . . years after receipt thereof by the Secretary-General.

4. The Secretary-General shall communicate to all the Members of the League of Nations and to the non-member States referred to in Article 2, 1, any declarations or notifications received under the present article.

Article 10.

If there should arise between two or more of the High Contracting Parties a dispute relating to the interpretation or application of the provisions of the present Convention, and if such dispute cannot be settled directly between the Parties themselves, it may be referred, for purposes of conciliation or for an opinion, to the Committee for Communications and Transit of the League of Nations.

IN FAITH WHEREOF, the above-mentioned Plenipotentiaries have signed the present Convention.

DONE at . . . this . . . in a single copy, which shall remain deposited in the archives of the Secretariat of the League of Nations, and certified true copies of which shall be delivered to all Members of the League of Nations and to the non-member States referred to in Article 2, 1.

* * *

REGULATIONS ANNEXED TO THE CONVENTION OF . . . RELATING TO
SIGNALS AT LEVEL-CROSSINGS

PRELIMINARY DEFINITION

For the purposes of the present Act, level-crossings shall be deemed to be places where a railway line is crossed at the same level by a public highway.

CHAPTER I. — LEVEL-CROSSINGS WITH GATES

Article 1.

1. Warning of level-crossings with gates must be given on the public highway by means of triangular advance signals bearing the picture of a gate, in conformity with Article 9 and Annex F of the International Convention relating to Motor Traffic of April 24th, 1926. The signal post must be painted in alternate red and white or red and light yellow transverse stripes.

2. On public highways with a large volume of motor traffic during the night, the triangle must be provided with a number of red or yellow reflectors. Such reflectors shall not be compulsory if, between the advance signal and the gate, the neighbourhood of a level-crossing is shown either by a number of posts indicating distances, or by placing in the immediate neighbourhood of the level-crossing, to left and right, palings painted red and white, or red and light yellow, and so arranged as to attract the notice of motor-drivers.

Article 2.

1. Gates must be painted red and white, or red and light yellow.

2. In order to make gates more visible by night, they must be provided either with red reflectors, or with a red light, or with a flood-light illuminating the gate whenever it is not fully open.

Article 3.

In order to avoid any confusion with the level-crossings referred to in Chapters II and III, level-crossings with gates must not be provided with the signals in the form of a St. Andrew's cross referred to in those chapters.

Article 4.

Gates operated from a distance (whether by hand or by an automatic device) must be provided with sound or sight signals giving users of the public highway warning in sufficient time that the gate is about to be closed. Gates must be closed slowly enough to enable users of the public highway who have already entered the level-crossing to clear it.

Article 5.

At all level-crossings with gates, the gates must be guarded during the whole period when train services are in operation. Should a level-crossing be transferred from the category specified in the present chapter to the category of Chapter II or Chapter III, the gates must be removed in order to avoid any misunderstanding on the part of the users of the public highway.

CHAPTER II. — LEVEL-CROSSINGS WITHOUT GATES BUT WITH AUTOMATIC SIGNALS

Article 6.

Warning of level-crossings without gates but with automatic signals must be given on the public highway by means of an advance triangular signal bearing the picture of a locomotive, in accordance with Article 9 and Annex F of the above-mentioned Convention of April 24th, 1926. The posts must be painted as provided in Article 1, paragraph 1, in the case of level-crossings with gates.

Article 7.

In the immediate vicinity of the railway, a signal must be placed in the form of a St. Andrew's cross. The cross, or in any case its lower arms, must be double if there are two or more tracks. The St. Andrew's crosses must be painted in two colours, red and white or red and light yellow; the signal posts must be painted in alternate stripes of the same two colours.

Article 8.

In the immediate vicinity of the railway, there must also be placed an automatic signal giving warning of the approach of trains. This signal must consist, both by day and by night, of one or more flashing red lights indicating that traffic on the public highway must stop. Appropriate measures must be taken to preclude both an accidental defect in the working of the automatic signal and any possibility of misinterpreting the signal.

Article 9.

The above-mentioned red light signal must be accompanied by a sound signal.

Article 10.

On public highways with a large volume of motor traffic during the night, one at least of the following four devices must also be used:

- (a) A flashing white light appearing at periods other than those at which the red flashing light is shown;
- (b) A number of posts indicating distances, placed between the triangular advance sign and the level-crossing;
- (c) In the immediate neighbourhood of level-crossings, to right and left, palings painted red and white, or red and light yellow, and so arranged as to demand the notice of motor-drivers;
- (d) Reflectors placed on the triangular advance signal, white or yellow in colour.

Article 11.

Signals of the same kind, but operated by hand instead of being automatic, shall be regarded as equivalent to the automatic signalling of the approach of trains prescribed above.

CHAPTER III. — LEVEL-CROSSINGS WITHOUT GATES AND WITHOUT AUTOMATIC SIGNALS

Article 12.

In the case of level-crossings without gates and without automatic signals, it is essential that the railway lines should be clearly visible to users of the public highway, with due allowance for the maximum speed of the trains, so that the driver of a vehicle approaching the railway

from either side may have time to stop before entering the crossing when a train is in sight, and a driver who has entered the crossing when a train appears has time to clear the crossing.

Article 13.

In all cases where the level-crossings referred to in Article 12 are used by motor traffic, they must be marked by the advance triangular sign bearing the picture of a locomotive as provided in Article 6 above.

Article 14.

In the immediate vicinity of the railway, on all the level-crossings referred to in Article 12, a signal must be placed in the form of a St. Andrew's cross, in accordance with the distinctions and in the colours laid down in Article 7.

Article 15.

Furthermore, for level-crossings used by motor traffic, one at least of the following four devices must be used:

- (a) A number of posts indicating distances, placed between the triangular advance sign and the level-crossing;
- (b) In the immediate neighbourhood of level-crossings, on both the right and left side of the road, palings painted red and white, or red and light yellow, and so arranged as to demand the attention of motor-drivers;
- (c) A flashing amber-coloured light working during the whole period when the train service in the immediate neighbourhood of the level-crossing is in operation;
- (d) Reflectors placed on the triangular advance signal and white or yellow in colour.

CHAPTER IV. — EXCEPTIONS AND SPECIAL CASES

Article 16.

The present regulations are intended for main railway lines. In the case of local lines and tramways, the characteristics, shapes and meanings of warning signals must be the same as in the case of level-crossings on main lines. As regards their use, certain simplifications may be allowed in particular places by the Government of each country.

Article 17.

In the case of the parts of local railways or tramways in built-up areas, and also of connecting-lines to factory sidings or other parts of railway lines assimilable to connecting lines, the system to be applied shall be left to the competent authorities of the respective countries.

PROVISIONS TO BE INSERTED IN THE FINAL ACT OF THE CONFERENCE ON SIGNALS
AT LEVEL-CROSSINGS

(The Conference) makes the following recommendations:

The High Contracting Parties to the Convention relating to Signals at Level-crossings:

1. Should take all necessary steps to abolish as many level-crossings as possible in their territory, mainly through replacement by underground or overhead crossings.
2. Should, in principle, make no level-crossings when new lines are constructed, and even in the case of secondary lines should reduce the number of level-crossings to a strict minimum; and should also, in any event, ensure the most favourable conditions possible as regards the visibility and course of both railway and road.
3. Should take all necessary steps to see that employees responsible for operating level-crossing gates are warned of the arrival of trains, so as to ensure both that the gates are closed in sufficient time and that delays to traffic are reduced to a minimum.
4. Should make the regulations governing level-crossings and the signalling of such crossings, on points of detail not prescribed by the provisions of the said Convention, as uniform as possible in their territory.

5. Should, in their territory, take additional safety measures in the event of fog or any other circumstances abnormally reducing safety.

6. Should endeavour to remedy the situation created by the existence in certain countries of side-gates which may be used at will by pedestrians, and which, in practice, cause a large number of accidents.

IN FAITH WHEREOF, the delegates to the Conference have signed the present Act.

DONE at on

ANNEX 14

[C.C.T.676.]

July 12th, 1938.

RELATIONS BETWEEN THE RADIO-NATIONS STATION AND THE INTERNATIONAL TELECOMMUNICATIONS UNION, AND OTHER QUESTIONS OF INTEREST TO THE LEAGUE OF NATIONS, DISCUSSED AT THE INTERNATIONAL TELECOMMUNICATIONS CONFERENCES HELD AT CAIRO FROM FEBRUARY 1ST TO APRIL 12TH, 1938

NOTE BY THE SECRETARIAT

Members of the Committee for Communications and Transit will recall that the Committee, during its twentieth session, held from August 31st to September 4th, 1937, adopted, on the question of relations between the League and the competent international telecommunications organisations, a resolution which states, *inter alia*:

“ The Advisory and Technical Committee,

“ Whereas the wireless station is mainly intended to meet the needs of the League of Nations in normal times and to ensure independent communications for the League in time of emergency, considers it necessary that the competent body of the League of Nations should be in a position to have its interests stated by its own representative in the international technical organisations whose work might directly or indirectly affect the wireless station;

“ Referring to the negotiations that have already taken place for adequate representation of the competent body of the League of Nations in those international organisations, notes that, as regards the International Telegraphic Advisory Committee and the International Advisory Committee on Wireless Communications, it has already been possible to establish direct collaboration;

“ Considering, in particular, the question is on the agenda of the forthcoming Administrative Conference on Wireless Communications to be held at Cairo in February 1938, requests the Secretariat to ascertain whether the conditions on which it has been possible to establish the said collaboration take sufficient account of the special position of the wireless station as an official international body and to consider, if necessary, by what means the competent body of the League of Nations might, in the most appropriate way, be given an opportunity of collaborating with the various international technical organisations that deal with wireless communications.”

In its report on the work of the Communications and Transit Organisation during the year 1936/37,¹ the Second Committee of the Assembly also expressed the opinion that, as regards the necessary contact between the League organ which is responsible for the efficiency and working of the station and the various international technical bodies dealing with questions of wireless communications, the position needs adjusting; and it drew the Assembly's attention to the importance which it attached to the efficient operation of the station, and expressed the hope that this might be facilitated by the friendly collaboration of the Governments and organisations referred to, particularly at the administrative conferences of the International Telecommunications Union which were to meet at Cairo in February 1938.

The Assembly adopted its Second Committee's report and conclusions on September 30th, 1937.

To give effect to the resolution of the Committee for Communications and Transit and carry out the Assembly's wish, the Secretary-General made a study of the question. Being of opinion that the Radio-Nations station placed at the League's disposal occupies a special and unique position from the juridical point of view, and that, in accordance with the international acts that have been concluded on this subject, responsibility for the efficiency and working of this station

¹ Document A.58.1937.VIII.

had been entrusted to the League, he arrived at certain conclusions, and drew up for submission to the Cairo Conferences a list of desiderata which, in his opinion, were calculated to ensure to the competent body referred to an adequate degree of co-operation in the different organisations of the International Telecommunications Union.

The Secretary-General also decided to instruct the Secretariat's wireless expert, M. van Dissel, to represent him at the Telecommunications Administrative Conferences in Cairo in order to obtain there, if possible, a settlement of the question of the future representation of the Radio-Nations station at general Telecommunications Conferences and meetings of the international advisory committees set up by them. Since the representative of the Radio-Nations station was not empowered to put forward formal proposals at these Conferences, he was instructed to get into touch with certain Government delegations with a view to their submitting the League's desiderata to the Conference as their own proposals.

These desiderata may be briefly stated as follows:

(a) The League of Nations department responsible for the efficiency and working of the Radio-Nations station is authorised to be represented at general telecommunications conferences and at meetings of the international advisory committees set up by them.

(b) To this end, the representative of the said department may take part in the discussions and work of the conferences and their committees and advisory committees, but without the right to vote. In particular, he may state the point of view of the Radio-Nations station, and may, before or during the conferences and committee meetings, put forward suggestions in accordance with the procedure laid down by the rules in force.

(c) The League undertakes to contribute to the common expenses of meetings of the advisory committees in which the department mentioned in paragraph (a) above states its desire to take part, in the same manner as is provided for private undertakings and international bodies interested in wireless studies.

After negotiations with certain delegations, the Secretary-General's desiderata were put forward at the Cairo Conference as proposals of the French Administration, seconded by the Swiss and several other administrations. These proposals were referred by the plenary assemblies to the different commissions and committees concerned, and, after amendments of form and in some points of detail, were debated by the committees. The delegations of the administrations of the following countries took a leading part in the discussion: Argentine Republic, Belgium, United Kingdom, Czechoslovakia, France, Germany, Italy, Norway, Roumania, Switzerland and the Vatican City.

The result of their examination by the successive commissions and committees was presented at the joint session of the plenary assemblies of the Telegraphic and Telephonic Conference and the Wireless Communications Conference on Tuesday, March 22nd, 1938. The following text was adopted:

" Since the Radio-Nations station placed at the disposal of the League of Nations occupies a special position from the juridical point of view, neither the rules of procedure of the International Telecommunications Conferences, nor Article 31 of the General Wireless Communications Regulations, nor Article 94 of the General Telegraphic Regulations can apply to it. To remedy this situation, it has been decided that the League of Nations department responsible for the station may be represented in an advisory capacity at international telecommunications conferences and at meetings of the international advisory committees set up by them. Invitations for the above department shall be addressed and communicated to the Secretary-General of the League of Nations by the Office of the International Telecommunications Union. The League of Nations undertakes to contribute to the general expenses of meetings of the international advisory committees on the same basis as private enterprises and international bodies."

It was decided that this text should be included in the list of decisions and recommendations of the Cairo Conferences contained in the Berne edition of the Telegraphic, Telephonic and Wireless Communications Regulations. It thus becomes an official instrument for conferences and the legal basis of future co-operation between the competent body of the League of Nations and the International Telecommunications Union.

Apart from this important question, the Cairo Conferences dealt with a large number of problems closely affecting the operation of the station. It will be enough to mention here the following points:

1. *Monetary equivalents*: At the Madrid Conference, certain important countries, as is known, made reservations regarding the application within their territory of the basic monetary unit fixed by the 1932 Convention in gold francs. From those reservations arose great inconveniences, which led to a considerable diversion of telegraphic traffic in favour of countries acting on those reservations. To meet this situation, several countries submitted proposals at the Cairo Telegraphic and Telephonic Conference for the establishment of a basic level for all telegraphic rates, which should be acceptable to all countries. But, despite long discussion and the efforts of both sides, the Conference was unable to find a satisfactory solution, so that the *de jure* and *de facto* situation as established by the decisions of the Madrid Conference and the reservations there made still continues for the present.

2. *Unification of rates*: At the Madrid Conference of 1932, changes of some importance in rates were decided upon; but these changes have not subsequently given entire satisfaction to all the parties concerned. Consequently, the Cairo Telegraphic and Telephonic Conference had before it several proposals. Wide differences of opinion were revealed, and, despite the good-will of the delegations, no adequate solution could be found for a regime applicable to Europe. As regards the extra-European regime, the *status quo* will be maintained until the next Conference.

3. A special aspect of the question of rates is that of multiple-destination rates. On this subject, Cable and Wireless, Ltd., submitted a proposal for the maintenance of the fundamental principle that every telegraph tariff must be established on the basis of the word pure and simple. Since multiple-destination wireless communications are only sent unilaterally—*i.e.*, without acknowledgment of receipt or possibility of repetition—and are liable to interference in the nature of *vis major* (atmospheric conditions, fading, etc.), and hence cannot be guaranteed to be as reliable as other methods of telecommunication, the Telegraphic and Telephonic Conference was of opinion that the establishment of rates on the basis of the “word pure and simple” could not be accepted for such telegrams. It therefore decided that rates for such communications should be specially fixed and left to the administrations concerned, as already provided in the Madrid Convention of 1932.

4. Utilisation for broadcasting of wavelengths which, in the publications of the Bureau of the International Telecommunications Union, are allocated to established services: A proposal on this subject by the Belgian delegation gave rise to long discussions, in the course of which it was acknowledged that the problem was not yet ripe for international regulation. In these circumstances, the Wireless Communications Conference decided to put forward at the next World Short-wavelength Conference a recommendation stating the conditions to be applicable to such broadcasts.

5. Allocation of times for frequencies used in common by different world stations: This question was discussed at length, but in view of the wide differences of opinion, both on the fundamental questions involved and on technical questions, it was decided to recommend the maintenance of the *status quo*. However, the Wireless Communications Conference asked the International Broadcasting Union to submit a detailed report on the question to the next World Short-wavelength Conference.

6. During the Wireless Communications Conference, a Special Committee examined the possibility of summoning a World Conference on Short-wavelength Broadcasting. This Committee submitted a number of considerations on the subject, which were accepted by the Conference, which made the following recommendation:

“ (i) That the International Broadcasting Union publish as soon as possible a report on the possibility of providing additional facilities for broadcasting on the short-wavelength band, together with useful information on various technical points;

“ (ii) That the Administrations examine forthwith the application to their own stations of the technical principles laid down during the Cairo Wireless Communications Conference, and carry out practical experiments to test their validity;

“ (iii) That when the results of these examinations can be considered sufficiently conclusive, they be communicated to all Administrations, through the intermediary of the Office of the Union. These Administrations shall, at the same time, be consulted as to the expediency of summoning a world conference, and they shall be asked whether they themselves desire to take the initiative in this respect.”

The work of this world conference will obviously be of vital interest to the Radio-Nations station, whose activities might be considerably affected by its decisions.

* * *

Finally, another question dealt with by the Cairo Conferences—namely, that of the call-signs for aircraft carrying out transport duties for the League—is of importance, not only to the Radio-Nations station, but also, and more directly, to the communications of the League with its Members in time of emergency. As is known, this question has been examined at length by the Communications and Transit Organisation, which had the assistance of the International Commission for Air Navigation in matters relating to the problem of communications by aircraft. This Commission, in agreement with the Secretary-General of the League, had suggested the introduction of an amendment to the General Regulations on Wireless Communications (annexed to the International Telecommunications Convention, signed at Madrid, in 1932), concerning the call-sign for aircraft carrying out transport duties of importance to the working of the League. This amendment was accepted by the Conferences without discussion.

ANNEX 15

[C.C.T.666.]

February 4th, 1938.

REDUCED RAILWAY FARES FOR STUDENTS TRAVELLING ALONE

At the last session held in Paris, from December 21st-23rd, 1937, the Executive Committee of the Intellectual Co-operation Organisation decided to transmit to the Committee for Communications and Transit, with its approval, the recommendation contained in the following resolution adopted on October 29th, 1937, during the twelfth session of the Committee of Representatives of Students' International Organisations.

Resolution.

" The Committee,

" Having regard to the steps taken by the I.C.S.,¹ and the national unions of students affiliated thereto, in approaching the railway companies with a view to obtaining reductions of railway fares for students travelling alone:

" Takes note of the results already achieved;

" Supports the activities of the I.C.S., and requests the International Intellectual Co-operation Organisation to ask the Committee for Communications and Transit, on behalf of the Committee, to recommend the International Railway Union to bear in mind, when making the projected study on the fixing of international rates, the desire of the students' organisations that reduced fares should be offered to students travelling alone."

The report presented to the Committee of Representatives of Students' International Organisations by the I.C.S., on which the above resolution was based, is appended hereto.

Appendix

INTERNATIONAL CONFEDERATION OF STUDENTS

Committee on International Relations and Travel: Report on Reduced Railway Fares for Students.

October 25th, 1937.

Since its foundation in 1924, the Travel Committee of the I.C.S. has made very serious attempts to arrange facilities of all kinds for students travelling, and especially to obtain for them reduced railway fares. The first steps related mainly to facilities for students travelling in groups. With a view to a standardised reduction for collective tours in all countries, the Committee first approached the Transit Committee of the League of Nations. Thanks to the Intellectual Co-operation Committee, an invitation was received to attend a meeting of a sub-committee of the Transit Committee (held in London in November 1926), and to place before it a memorandum on this question. The Sub-Committee decided to refer the matter to the International Railway Union; and the latter in turn referred it subsequently to the national railway administrations. Little by little, therefore, reductions of from 25% to 50% were obtained in nearly all countries in Europe for students travelling in groups. Generally speaking, there must be a minimum of ten persons travelling, although, in a few countries, six is the minimum.

The question of reductions for collective tours being settled so satisfactorily, attention was turned to reductions for students travelling alone. In 1933, with the assistance of the general secretariat of the I.C.S., the Committee placed a new proposal before the International Railway Union. The object of the new proposal, which was first suggested by the Belgian National Union of Students, was to enable holders of the international students' identity card to obtain a 50% reduction in railway fares on all the railways of Europe during long vacations. After considering this request carefully, however, the Management Committee of the International Union decided that it was not within its competence to consider travelling facilities of this kind, but that the question was one which concerned only the national railway administrations.

A second and less far-reaching demand met with no more success. It seemed, therefore, that the national unions of students must consider taking further steps. They were therefore

¹ International Confederation of Students.

instructed by a congress resolution to approach the railway administrations in their own countries with a view to a 50% reduction for students travelling alone. In spite of the negotiations of the national unions, however, very little progress was made. At the present time, it is only in a very few countries (viz., Estonia, Hungary, Lithuania, Poland, Roumania and Czechoslovakia) that the desired reduction is more or less general. In Austria, students travelling between their university and their place of domicile and *vice-versa* are entitled to a reduction, in whatever country the university is situated. In other countries, particularly the larger countries, reductions are only allowed in certain cases to students studying in the country itself (Germany, Italy), or to students travelling to the country to take a vacation course arranged by a university of the same (France, Switzerland).

As it is of the greatest importance that students should visit the larger countries to learn their languages or to pursue other special studies, the Committee was instructed by the Paris Congress held in August last to make a new attempt to obtain a 50% reduction for students travelling alone in Germany, the United Kingdom, France, Italy and Switzerland. The various methods by which effect might be given to this resolution are now under consideration. As soon as they have been approved by the Council of the I.C.S. in January, further steps will be taken.

ANNEX 16

[C.C.T.677.]

July 8th, 1938.

REPORT ON THE FIRST SESSION OF THE INTERNATIONAL PUBLIC WORKS COMMITTEE OF THE INTERNATIONAL LABOUR OFFICE

This Committee, which was set up by the Governing Body of the International Labour Office in pursuance of a recommendation adopted by the International Labour Conference as its twenty-third session (June 1937), held its first session in Geneva, June 27th-29th, 1938.

The Statute of this Committee (Annex 17) provides that a representative of the Organisation for Communications and Transit shall be entitled to sit as an advisory member of the Committee. M. Silvain Dreyfus, representative of the Communications and Transit Committee on the Committee of Enquiry on questions relating to Public Works and National Technical Equipment, who had been nominated for this purpose by the Chairman of the Communications and Transit Committee, in agreement with the Secretary-General of the League of Nations, was unable to be present at the session, and accordingly M. B. Lukač, Member of the Communications and Transit Section, was requested to represent the Organisation as a substitute.

The Committee's report (Annex 18) contains detailed information on the progress of the work and the results achieved. The following are the principal points:

As may be seen from the list of delegations (Annex 18, Appendix I), twenty-five countries were represented at this first meeting of the Committee. The Committee elected its officers—that is to say, the four Vice-Chairmen—the Chairman, M. Nečas, Minister of Labour of Czechoslovakia, having been already appointed by the Governing Body of the International Labour Office. As, however, the Chairman was unable to attend this session, the first Vice-Chairman, Mr. Goodrich, representative of the United States of America, was asked to take the chair.

The Committee adopted its Standing Orders (Annex 18, Appendix II) and chose as its Rapporteur M. Delmer, Secretary-General at the Ministry of Public Works of Belgium.

The general discussion then opened with a statement by the Director of the International Labour Office on the work of the Committee and its present and future aims.

The various delegations were then given an opportunity of explaining the position of the public works problem in their respective countries and to inform the Committee whether and to what extent the Governments possessed or would be able to obtain the documentary material which States would be asked to provide on the strength of the uniform plan for the supply of information to be prepared by the Committee.

The definition of the term "public works", which was to serve as a basis for the Committee's future work, was then discussed. In particular, it was desired to know whether that definition should apply to work carried out by public bodies only or also to that undertaken by individuals in receipt of subsidies or loans from such authorities; to capital account only or also to maintenance work; to special emergency work or work undertaken to combat unemployment only—or generally to all work carried out on the basis of a programme prepared in advance—or again to normal work executed each year; and, finally, to productive work only or work producing fresh capital, or also to work not fulfilling this condition.

The Committee finally adopted a definition of public works, which was included in its report. The draft uniform plan for the supply of information, which was prepared by the International Labour Office, and on the basis of which the Governments were to be asked to communicate information in regard to their public works, was discussed and a number of amendments were submitted by the different delegations.

During the discussion of the uniform plan, the representative of the Organisation for Communications and Transit drew the Committee's attention to various observations contained in the report of the experts entrusted by the Committee for Communications and Transit (nineteenth session), in pursuance of a decision of the Assembly of the League of Nations (sixteenth session), with the examination of the documentary material collected on national public works.¹ These observations had been made indeed with a view to possible future action such as that undertaken by the new Committee, and some of them were taken into account in the preparation of the uniform plan, while others were incorporated in the Committee's report.

After adopting the uniform plan, the Committee communicated it by means of a resolution to the Governing Body of the International Labour Office for suitable action (this resolution and the final text of the uniform plan are inserted in Annex 18 under: "III. *Conclusions*").

With the exception of a few minor amendments by the Committee, the various categories of public works enumerated in this uniform plan for the supply of information are substantially those contained in the International Labour Office's draft submitted to the International Labour Conference in June 1937 and communicated to the Transit Organisation.² This applies especially to the categories of public works classified in the uniform plan, which more particularly concern communications and transit. In the circumstances, the representative of the Organisation for Communications and Transit stated that he had no observations to make on the subject.

Finally, at the close of the session, the Committee adopted a report (Annex 18).

ANNEX 17

STATUTE OF THE INTERNATIONAL PUBLIC WORKS COMMITTEE OF THE INTERNATIONAL LABOUR OFFICE

Whereas the Public Works (International Co-operation) Recommendation, 1937, contemplates the establishment by the Governing Body of the International Labour Office of an international public works committee, and

Whereas, by a resolution unanimously adopted on June 22nd, 1937, the International Labour Conference has invited the Governing Body to appoint such a committee without delay:

The Governing Body, having met at Geneva in its eighty-second session on February 3rd, 1938, hereby establishes a committee which shall be known as the International Public Works Committee and which shall operate in accordance with the terms of the present Statute:

Article 1. — Composition of the Committee.

1. The International Public Works Committee consists of ordinary members, advisory members and assessors.

2. The following shall be ordinary members of the Committee:

(a) One representative of each Member which, when informing the Secretary-General in accordance with Article 19 (6) of the Constitution of the Organisation of the action taken upon the Public Works (International Co-operation) Recommendation, 1937, has indicated its willingness to give effect to the said recommendation;

(b) Three persons nominated by the members of the Governing Body representing the employers and three persons nominated by the members of the Governing Body representing the workers; and

(c) One representative of any State which is not a Member of the Organisation the Government of which has notified the Director that it is prepared to give effect to the Public Works (International Co-operation) Recommendation, 1937, and desires to participate in the work of the Committee.

¹ See document C.276.M.166.1936.VIII.

² See the report on the twentieth session of the Transit Committee, document C.380.M.256.1937.VIII, pages 33-34, and Annex 12, pages 56-60.

3. One representative of each of the following bodies shall be entitled to sit as an advisory member of the Committee:

- (a) The Economic Committee of the League of Nations;
- (b) The Financial Committee of the League of Nations;
- (c) The Organisation for Communications and Transit of the League of Nations.

4. The following may participate in the work of the Committee as assessors:

(a) A representative of any international body which the Committee, with the approval of the Governing Body, has invited to be represented;

(b) Any person whom the Chairman of the Committee, with the approval of the officers of the Governing Body, has invited to attend the Committee on account of his special knowledge of the questions under consideration.

Article 2. — Rights of Ordinary Members, Advisory Members and Assessors respectively.

1. Ordinary members have the full rights of members of the Committee.

2. Advisory members are entitled to be present at all meetings of the Committee and to take part in all discussions but are not entitled to vote.

3. Assessors may take part in the discussions of the Committee when invited to do so by the Chairman.

4. Ordinary and advisory members of the Committee may be assisted by advisers and an ordinary or advisory member may, when absent, nominate his adviser to act as his substitute.

Article 3. — Duties of the Committee.

The duties of the International Public Works Committee shall be:

(a) To prepare the uniform plan referred to in paragraph 2 of the Public Works (International Co-operation) Recommendation, 1937, and to revise the said plan as occasion may require;

(b) To study every year the information gathered by the International Labour Office either as a result of the said Recommendation or in any other way;

(c) To make reports to the Governing Body of the International Labour Office with a view to their transmission to the Members of the Organisation, and

(d) To undertake any other duties relating to public works which may be entrusted to it by the Governing Body either upon its own initiative or at the request of any States or organisations concerned.

Article 4. — Periodicity of Meetings.

1. The International Public Works Committee shall meet at least once each year on a date or dates approved by the Governing Body of the International Labour Office.

2. An emergency meeting of the Committee may be held at any time with the approval of the officers of the Governing Body if such a meeting is requested by at least one-fifth of the ordinary members of the Committee on the ground that changes in the economic situation make it desirable for the Committee to report thereon as a matter of urgency.

Article 5. — Secretariat of the Committee.

1. The Secretary and staff of the International Public Works Committee shall be appointed by the Director of the International Labour Office.

2. Subject to obtaining the approval of the Governing Body for any proposal involving expenditure, the Committee may request the Director to give it any technical assistance which it regards as necessary for the proper discharge of its duties.

Article 6. — Rules of Procedure.

Subject to the provisions of the present Statute, the Committee may adopt its own Rules of Procedure.

Article 7. — Amendment of Statute.

1. The provisions of the present Statute may be amended at any time by the Governing Body of the International Labour Office.

2. The International Public Works Committee may, at any time after the expiration of two years from the adoption of this Statute by the Governing Body, submit to the Governing Body proposals for the amendment of the Statute.

Transitory Provision.

Until July 1st, 1939, any Member which has not informed the Secretary-General in accordance with Article 19 (6) of the Constitution of the Organisation of the action taken upon the Public Works (International Co-operation) Recommendation, 1937, may appoint an ordinary member of the Committee on notifying the Director that it desires so to do.

ANNEX 18

[C.I.T.P./I.4.1938.]

REPORT ADOPTED BY THE INTERNATIONAL PUBLIC WORKS COMMITTEE OF
THE INTERNATIONAL LABOUR OFFICE AT ITS FIRST (PREPARATORY)
SESSION (GENEVA, JUNE 27TH-29TH, 1938)

I. OPENING OF THE SESSION: ELECTION OF OFFICERS; ADOPTION OF STANDING ORDERS

The International Public Works Committee held its first session in the International Labour Office from June 27th to 29th, 1938.

The following twenty-five countries were represented: Belgium, Brazil, Canada, China, Czechoslovakia, Egypt, Estonia, Finland, France, Great Britain, Greece, Hungary, Luxemburg, Mexico, Netherlands, New Zealand, Norway, Panama, Poland, the Union of South Africa, Spain, Sweden, Switzerland, the United States of America and Yugoslavia. In addition, three representatives of the employers and three representatives of the workers elected by the employers' and workers' members of the Governing Body respectively were present as ordinary members of the Committee. The meeting was also attended by officials of the Secretariat of the League of Nations representing the Economic Committee, the Financial Committee and the Communications and Transit Organisation; they acted in an advisory capacity.

The complete list of members appointed to attend the session is given in Appendix I to this report.

The session was opened by the Director of the International Labour Office who informed the Committee that M. Nečas, Minister of Labour and Social Welfare of Czechoslovakia, had been appointed by the Governing Body as Chairman of the Committee, but that M. Nečas, while accepting the appointment, regretted that he was prevented by circumstances beyond his control from attending this session. M. Brablec, Czechoslovak Government representative, conveyed to the Committee the best wishes of M. Nečas for the success of its deliberations.

After adopting Article 1 of its Standing Orders concerning the Officers of the Committee, the Committee proceeded to elect four Vice-Chairmen in the following order:

Mr. Carter GOODRICH, United States Government representative;
M. Wincenty JASTRZEBSKI, Polish Government representative;
M. H. C. OERSTED, employers' member; and
M. Léon JOUHAUX, workers' member.

The Director then invited Mr. Carter Goodrich, the first of the Vice-Chairmen to be elected, to take the Chair at this session in place of M. Nečas. The Committee then proceeded with the consideration and approval of its Standing Orders, the text of which is given in Appendix II.

M. A. Delmer, Belgian Government representative, was appointed Rapporteur.

II. PREPARATION OF A UNIFORM PLAN FOR THE SUPPLY OF INFORMATION

The Committee went on to consider the principal item on the agenda, which was the preparation of a uniform plan for the supply of information in accordance with paragraph 2 of the recommendation concerning international co-operation in respect of public works adopted by the International Labour Conference in 1937. This recommendation invites all States Members to communicate annually to the International Labour Office information concerning public works undertaken or planned on their territories in accordance with a uniform plan relating more particularly to the expenditure involved, the method of financing the works and the number of workers engaged. When it adopted that recommendation, the Conference had before it a draft uniform plan prepared by the Office, but it decided not to engage in a discussion of the draft, which was left to the International Public Works Committee, the creation of which was proposed in the recommendation. The question was therefore before the Committee, which had to consider the draft prepared by the Office. In the interval, the draft had been submitted for observations to all the Governments and the comments and proposals sent to the Office were reproduced and analysed in a special report prepared for the guidance of the Committee.

As the preparation of a uniform plan necessarily involved the question of the use to which the information subsequently collected was to be put, it was thought desirable to begin with a general exchange of views as to the conditions which should be satisfied by the plan if it were to help the Committee in the achievement of its aims.

In introducing the discussion, the Director of the International Labour Office pointed out that the first principle which was at the basis of the work of the Committee was that the advance planning of public works was a useful method of counteracting in some measure economic fluctuations and preventing unemployment. The second principle was that effective action in this field was impossible unless it was based on adequate information and on international collaboration. The primary task of the Committee must therefore be to collect all the available information on national experience in this matter, compare the results and draw the necessary conclusions. The second and later task might be to utilise this information so as to achieve, by means of international collaboration, a certain synchronisation of the national plan, in such a way that every country would know that by adopting a certain policy it would not create an undue pressure on its balance of payments. At a still later date, one might contemplate a third stage of the Committee's work in which it would study the possibility of establishing international plans financed jointly by the stronger "creditor" countries within the territories of the weaker "debtor" ones, with the object of diffusing over a wider area the direct stimulus afforded to the full utilisation of the world's idle resources of plant and labour. The Director urged the Committee to keep in mind those possibilities of future action when considering the draft now before it.

I. *General Discussion.*

During the general discussion which followed, practically all the speakers referred to the progress made in their countries by the idea of using the advance planning of public works as a means of regulating the volume of employment. Although the experiments made during the recent depression had not all proved favourable, or at least as favourable as had been hoped, that might be attributed to the fact that they were often improvised. Efforts were now being made in several countries to draw up programmes for a long period; these programmes were well thought out and could be put into effect at the appropriate moment. The information which would be collected by the Committee would undoubtedly be of great value for the preparation of such plans. Two separate lines of thought were revealed in the opinions expressed on the draft plan submitted by the Office. Several speakers expressed the fear that it went into too great detail. Apart from the fact that they did not consider all the information requested as being indispensable for the purpose in view, they pointed out that the authorities in many countries were not at present in a position to furnish the data in question. It was of course pointed out that one of the objects was to encourage countries, in their own interest, to develop their co-ordinating bodies and their agencies for the collection of information, and that until such time as they were able to give all the required information they could, as was laid down in the recommendation, supply it "as far as possible" in accordance with the proposed plan. Those who favoured a simpler plan replied that if the divergence between the requirements of the plan and the present possibilities of Governments was too great, States might be discouraged from accepting the recommendation, and this would endanger the success of the action undertaken.

It was, however, pointed out that this consideration should not lead the Committee to simplify the plan to such an extent as to destroy its utility, and that Governments which accepted the recommendation before being able to supply information on all the points might very well give such information as they had in their possession, in the hope of being able to supply complete information later.

Some speakers suggested that, in certain respects, the plan was not sufficiently complete. The Polish representative, for instance, whose point of view was supported by other members, made reference to the Committee's possibilities of future action and stated that international financial collaboration in the field of public works could not be contemplated unless these works led to the establishment of undertakings, plant and institutions working on commercial lines. If the Committee was to be in a position to study or to indicate the possibilities of international collaboration on public works it was essential that the plan should make provision for the supply of information as to whether the proposed works would be self-liquidating or not.

The great majority of the speakers expressed the view that if Governments were to have a clear idea of the scope of the information they were asked to supply it would be well to place at the beginning of the plan a definition of what was meant by "public works". It was also suggested that the plan should be preceded by a preamble which would mention among other things that the information collected was intended to help each State in the advance planning of public works and that the purpose of such a policy of planning was to regulate the timing of public works and ensure their execution in accordance with a plan drawn up in advance so as to reduce economic fluctuations as much as possible and, in particular, to increase the volume of employment in periods of depression.

2. *Definition of Public Works.*

In accordance with the desire expressed during the general discussion, the Chairman invited the Committee, before proceeding to a detailed discussion of the draft plan prepared by the Office to consider what definition of "public works" might be adopted. During a lengthy exchange of views on this subject, it was agreed (1) that although the information requested might in certain

cases be of special interest if it referred to work undertaken to increase the volume of employment, the plan should not be restricted to this type of work but should also request information on normal public works; (2) that the definition should include, not only public works the timing of which could be regulated, but all public works; (3) that it should extend not only to work undertaken by the public authorities but also to work supervised by them; (4) that, although it should not include unemployment benefits or relief, it should not exclude private work which the authorities decide to encourage by subsidies and loans in the public interest—that is, with a view to increasing the volume of employment; (5) that it should not exclude maintenance work.

The Committee eventually adopted the following definition which is based directly on the terms of paragraph 2 of the recommendation concerning the national planning of public works:

“For the purpose of this plan, ‘public works’ should be understood as meaning all works undertaken by central, regional or local authorities or with the aid of subsidies or loans from such authorities or supervised by them.”

It was decided that this definition should precede the uniform plan. In order, however, to make allowance for the difficulty which some States would have if required to provide information concerning maintenance work, and to avoid the difficulties of comparison which might result, it was agreed to supplement the definition by the following sentence:

“In giving information under this plan, Governments should indicate whether the information relates only to capital account or whether it also includes maintenance work and other kinds of work.”

3. *Detailed Examination of the Plan.*

The Committee then undertook an examination of the various points of the uniform plan of information.

On the proposal of the Netherlands Government delegate, the Committee first decided to add to the footnote the following words: “and should as far as possible make a distinction between new works and maintenance work”.

(i) *Classification of the Works according to the Kinds of Works.*

Point 1. — With regard to the classification of the works according to the kinds of works, the following changes were made in the draft plan.

Clause (a): The Office had proposed the following text:

“(a) Roads and bridges.”

On the proposal of the Egyptian Government representative and of M. Schürch, workers’ member, the Committee decided to add the words “and tunnels”.

Clause (b): The text proposed by the Office was as follows, and was adopted without change:

“(b) Railway lines, including tramways, local railways, etc. (if possible mention the more important construction works separately).”

Clause (c) was also adopted in the form proposed by the Office, which was as follows:

“(c) Agricultural land reclamation (including drainage, irrigation, construction of dwelling-houses and other new buildings, establishment of entirely new settlements, construction of country roads and other works connected with land settlement).”

Between clauses (c) and (d) of the draft plan, the Committee decided, on the proposal of the Egyptian Government delegate, to add the following new clause:

“Agricultural land irrigation (including dams, regulators, siphons, canal digging, canal clearances, etc.).”

In support of this amendment, it was said that work undertaken for the irrigation of land already under cultivation was a particularly important form of public works in certain countries, and these works did not appear to be included in clause (c).

Clause (d): The text proposed by the Office was as follows:

“(d) Canals and other inland waterways (including improvement work on rivers, defensive work against floods, etc.).”

This text was adopted without change.

Clause (e): The text proposed by the Office was as follows:

“(e) Land improvement work, bringing of new land under cultivation, reforestation, etc.”

On the proposal of the Swiss Government delegate, this clause was redrafted as follows:

“(e) Forestry works (clearing the land, reforestation, construction of roads, etc.).”

In agreement with the author of this amendment, the Committee considered that the land improvement work referred to in the original text of the Office was already included in clause (c), which relates to agricultural land reclamation.

Clause (f): The text proposed by the Office was as follows:

“(f) Provision of drinking-water supplies and sewage disposal.”

On the proposal of the Belgian Government delegate, this clause was redrafted as follows:

“(f) Construction of dams for, and provision of, drinking and industrial water supplies, sewage collection and disposal and water purification plant.”

Clause (g): The text proposed by the Office was as follows:

“(g) Work carried out in maritime and river ports, including the mechanical equipment of such ports.”

On this point, the Committee adopted the following text which had been proposed by the Norwegian Government delegate:

“Work for construction of maritime and river ports and other work in such ports, including the mechanical equipment.”

Between clauses (g) and (h), the following new clause was added on the proposal of the Belgian Government delegate:

“Works for the protection of the coast.”

In support of this amendment, it was said that work for the protection of the coast constituted in many countries a particularly important category of work.

Clause (h): The text proposed by the Office was as follows:

“(h) Shipbuilding undertaken with the financial assistance of the public authorities.”

This was adopted without change.

In the course of the discussion on this clause, it was stated that Governments were not being asked to give information concerning warships.

Clause (i): The text proposed by the Office was as follows:

“(i) Work for the construction of airports.”

On the proposal of the Norwegian Government delegate, the Committee decided to redraft this clause as follows:

“Work for the construction and equipment of airports.”

Clause (j): The text proposed by the Office was as follows:

“(j) Building and construction work forming part of a general plan and carried out with the financial assistance of public authorities, such work to be classified according to category (administrative buildings, dwelling-houses, etc.).”

Amendments were proposed to this text by the Belgian and Spanish Government delegates and also by M. Schürch, workers' member, with a view to supplementing the enumeration contained between brackets.

Finally, the text between brackets was drafted as follows:

“Administrative buildings, dwelling-houses, educational establishments, hospitals, sanatoria, museums, etc.”

The Committee had before it an amendment proposed by M. Van Achterbergh, workers' member, the object of which was to insert after clause (j) a new clause as follows:

“Buildings and machinery for the use of public services and undertakings.”

In support of this amendment, its author said that it was desirable to distinguish, in the replies furnished by the Governments, between works undertaken by the State as such and works undertaken by the State as an industrial employer. Several members of the Committee pointed out that the information desired by the author of this amendment was already included under other headings of the plan, and this amendment was then rejected.

For paragraph (k) the Office had proposed the following text:

“(k) Generating stations and installations for the transmission of power.”

At the suggestion of M. Tzaut, employers' member, and of the Belgian Government representative, the Committee decided, in order to avoid any omission from the enumeration, to draft the text as follows:

“(k) Generating stations, including barrages and subsidiary works, and installations for the transmission of power.”

Paragraphs (l) and (m) were adopted in the form proposed by the Office:

- "(l) Gas works and installations for long-distance gas-supply;
- "(m) Telecommunication installations."

At the suggestion of the representatives of the Spanish and United States Governments, the Committee inserted the following new paragraph between paragraphs (m) and (n):

"Recreational buildings and facilities, playgrounds and parks."

The Office text of paragraph (n) was adopted:

"(n) Any other works, or orders for plant, equipment and supplies, not included in the above enumeration."

Point 2. — Classification according to the body responsible for carrying out the work. — The Office had proposed the following text for this point:

"2. According to the body responsible for carrying out the work:

- "(a) Work carried out by central authorities;
- "(b) Work carried out by regional and local authorities;
- "(c) Work carried out by colonial authorities;
- "(d) Work carried out by public utility undertakings;
- "(e) Work carried out by bodies or individuals in receipt of a subsidy or a loan."

Several members of the Committee, including the British Government representative and M. Oersted, employers' member, suggested that, as a definition had been adopted for inclusion as a preamble to the plan and as that definition defined the scope of the plan, there was no necessity for retaining the classification of work according to the body responsible for carrying it out. In this connection, several speakers mentioned that, if the plan were too detailed, it might discourage Governments from replying. Other members of the Committee, however, and in particular the representatives of the Belgian and United States Governments, emphasised the value of such a classification. The Committee decided by sixteen votes to eight to retain this point.

At the suggestion of the British Government representative, however, the Committee decided to *delete paragraph (c)* of this point, concerning work carried out by colonial authorities.

In support of this amendment, the author pointed out that, in the British Empire, the colonial Governments were in effect autonomous in the matter of public works and that consequently the supply of international information would be considerably delayed if it were necessary to consult all the colonial Governments. He added that the deletion of this paragraph did not necessarily imply that no information would be forthcoming in respect of colonies, but simply that it would not be necessary to ask colonial authorities to supply systematic information independently of that supplied by other authorities.

An amendment to paragraph (d) of the Office text proposed by the United States representative and worded as follows:

"Work carried out by publicly owned utility undertakings."

was rejected, several members of the Committee having pointed out that according to the definition of public works with which the plan opened, undertakings not belonging to the public authorities but supervised by them were also covered by the plan.

The United States Government representative also submitted an amendment to paragraph (e), to the following effect:

"Work carried out by non-governmental bodies or individuals in receipt of a subsidy or a loan."

This was withdrawn by the author because the opinion was expressed that there were mixed bodies which were partly governmental and partly private.

The Committee also had before it an amendment to the same paragraph, submitted by the Government representatives of Finland, Norway and Sweden, to add the words

"Granted on particularly favourable conditions."

The authors explained that the purpose of this amendment was to make it clear that the Governments would not be required to give information with regard to loans in cases in which the State was merely acting as a banker.

Various objections were made to the words "particularly favourable conditions", the definition of which might give rise to various difficulties. The Committee recognised, however, that it was desirable to exclude work with regard to which the State was acting merely as a financial institution, with no intention of granting a subsidy or other assistance.

Finally, on the suggestion of the Belgian Government representative, the following text was accepted by the Finnish Government representative and was adopted by the Committee:

“Granted with a view to increasing the volume of employment.”

(ii) *Kind of Information to be supplied.*

Point 1. — The text proposed by the Office was as follows:

“1. Information on the general organisation of public works and in particular on the working of national co-ordinating or directing bodies.”

The representative of the Organisation for Communications and Transit of the League of Nations said that the Committee of Experts of the League of Nations which had, in 1936, studied the question of information on public works drew attention to differences in the methods followed in this connection by various departments dealing with public works within each country. He thought it was desirable that steps should be taken to overcome that difficulty in the future, and he suggested adding something to point 1 with that object in view.

On the other hand, it was pointed out that it would be difficult to include a recommendation in a plan for the supply of information, and it was consequently decided that the question should be mentioned in the report.

Point 1 was then adopted.

Point 2. — The text proposed by the Office was as follows:

“2. General information on the policy adopted concerning the advancing or retarding of public works:

“*(a)* Summarised survey of the facts (work completed, work in progress, work planned);

“*(b)* Grounds for the policy pursued.”

This was adopted.

Point 3. — The text proposed by the Office was as follows:

“3. For the works carried out during the period elapsed, summarised information:

“*(a)* On the total cost of the work carried out showing separately the share attributable to:

“*(i)* Wages and salaries;

“*(ii)* Plant and materials;

“*(iii)* Other expenses (overhead expenses, housing and transport of workers, social insurance, etc.);

“*(b)* On the methods of financing the works, including amortisation (showing in particular whether the expenses were met from the budgets of the State, regional and local authorities, public bodies, etc., or by means of internal or external loans, or in some other way);

“*(c)* On the number of man-days of direct employment on the works, distinguishing if possible between labourers, skilled workers and salaried employees.”

The Government delegates of Finland, Norway and Sweden proposed to delete clause *(a)* and substitute “on the total cost of the work carried out, showing separately the share attributable to wages and salaries”.

The Government delegate of the United States of America proposed to redraft clause *(a) (ii)*, “plant, equipment and materials”, and to add a new item between items *(ii)* and *(iii)*, “Land acquisition”.

The Finnish Government delegate said the object of his amendment was to simplify the plan to some extent, and he thought that only two items of information—namely, total costs on the one hand, and wages and salaries on the other—were necessary. The delegate of the United States, on the other hand, pointed out that the United States Government was prepared to go into greater detail in some respects than even the draft of the uniform plan.

In the course of the discussion, the British Government delegate proposed to delete all the words in clause *(a)* except “on the total cost of the work”. This amendment was adopted. Subsequently, the Committee decided to add a footnote, worded as follows:

“It would be useful if the Governments would give particulars as to the various elements in the cost of the works on which they give information and, in particular, on the total cost of wages and salaries.”

With regard to point 3 (b), an amendment was proposed by the Polish Government delegate to add, after the word "methods", the words "and conditions". This was accepted.

The Government delegates of Finland, Norway and Sweden proposed, after the words "financing the works", to add the words "undertaken to combat unemployment". They agreed to redraft this so as to read "undertaken to increase the volume of employment". In this form, the amendment was adopted.

An amendment was proposed by the Polish Government delegate to add to the words in brackets the following: "If the works are financed by loan, the conditions of the loan, rate of interest, security, etc." The author of the amendment said that, in connection with budgets, no further details were required as to how those budgets are raised, but, in connection with internal or external loans, it is desirable to ask what security there is and what is the rate of interest. The amendment was adopted.

The representative of the Communications and Transit Organisation of the League of Nations drew attention to a passage in the report of the Committee of Experts of the League of Nations already referred to, in which reference is made to various methods for financing public works, including the use of the reserves of social insurance funds.

On the other hand, it was pointed out by an Assistant Director of the International Labour Office that the utilisation of the reserves of social insurance funds for the financing of public works was a highly controversial point, and he suggested that no reference should be made in the plan for the supply of information, but that the matter should be mentioned in the report.

A further amendment was proposed by the Polish Government delegate to add, after clause (b), the following two new clauses:

"(b¹) On the cost of works which are directly self-liquidating and enumeration of the more important of these works;

"(b²) Detailed data concerning the estimated revenue from the more important works referred to in the preceding clause in relation to the cost of carrying them out."

The author of the amendment said that one object of the Committee's work was to prepare the way for financial collaboration and that could be most easily secured if the works in question were directly self-liquidating. The amendment was seconded by the Hungarian Government delegate. The author of the amendment agreed to delete the word "detailed" in the second part of his amendment, and the amendment was then adopted.

On clause (c), an amendment was proposed by the British Government representative to delete the paragraph entirely, and an amendment was also proposed by the Government delegates of Finland, Norway and Sweden to substitute the following text: "The estimated number of man-days of direct employment on the works".

The proposal to delete the clause was rejected, and the amendment proposed by the Government delegates of Finland, Norway and Sweden was then adopted.

The representative of the United States proposed to add a new clause (d) as follows: "On the number of man-days of indirect or secondary employment provided by the work carried out". He said the United States Government was making a series of studies of indirectly provided employment, and they would be glad to know what information other Governments had on the subject. With the addition of the word "estimated" before the word "number", the amendment was adopted.

The representative of the United States proposed to add the following note:

"Where possible, the replies to the foregoing should be divided into those pertaining to (1) contract procedure and (2) force-account procedure. Also, where possible, records should be kept and forwarded to the International Labour Office upon a quarter-year basis."

The amendment was rejected.

Point 4. — The text proposed by the Office was as follows:

"4. For works planned for the forthcoming period, summarised information on:

"(a) The cost of the works;

"(b) The financial resources already available and the methods by which it is proposed to finance the remainder of the cost;

"(c) The estimated number of man-days of direct employment on the works."

An amendment was proposed by the Polish representative to add, at the end of clause (a), the words "showing in particular the cost of the works which are directly self-liquidating". With the addition of the word "estimated", this amendment was adopted.

The British Government representative had proposed to delete clause (c), but withdrew his amendment, in view of the decision on point 3 (c).

The representative of the United States proposed to add a new clause as follows: "the estimated number of man-days of indirect or secondarily provided employment". This amendment was adopted.

The representative of the United States moved a further amendment to add, at the end of point 4, the following statement: "Where works are planned for an advance period of several years, the above information should be reported and summarised by years". This amendment was adopted.

Point 5. — The text proposed by the Office was as follows:

"5. Information on the conditions of recruitment and employment and on other provisions relating to labour (such information to be given separately for normal public works and relief works):

"(a) Methods of recruitment;

"(b) Conditions of employment (hours of work and wages or salaries);

"(c) Provisions relating to the transport and housing of the workers;

"(d) Any provisions which may be in force concerning the use of mechanical appliances."

This point was adopted without discussion.

III. CONCLUSIONS

In conclusion, the Committee adopted the following resolution, transmitting to the Governing Body the text of the uniform plan of information to which it had agreed:

"Whereas the International Labour Conference adopted a Recommendation No. 51 in 1937 inviting each Member to adopt a policy of advance planning of public works—that is to say, a policy of timing, and of ensuring the execution of public works in accordance with a pre-established plan with a view to reducing economic fluctuations as far as possible and in particular to increasing the volume of employment in periods of depression;

"Whereas the Conference recognised at the same time that any effective action in this field is possible only if it is based on adequate information and international co-operation;

"Whereas, for these reasons, the Conference adopted a second Recommendation No. 50, which, in particular, invites the Members to communicate regularly to the International Labour Office information on public works undertaken or planned on their territories, and to supply this information as far as possible in accordance with a uniform plan;

"Considering that the present session of the International Public Works Committee was convened for the precise purpose of drawing up the uniform plan in question:

"The International Public Works Committee,

"After having considered the purposes which the information it is proposed to collect would serve;

"After having, on the other hand, noted that many Governments will no doubt be unable at the outset to supply information on all the points mentioned, but that it would be of great interest that they should start by furnishing information on the largest possible number of points until the development of their co-ordination and information services makes it possible for them to communicate more complete information:

"Asks the Governing Body to invite the Members which have approved the Recommendation No. 50 concerning international co-operation in respect of public works to communicate to the International Labour Office the information referred to in this recommendation in accordance, as far as possible, with the following plan:

*"Uniform Plan for the Supply of Information concerning Public Works."*¹

"For the purpose of this plan 'public works' should be understood as meaning all works undertaken by central, regional or local authorities or with the aid of subsidies or loans from such authorities or supervised by them.

"In giving information under this plan, Governments should indicate whether the information relates only to capital account or whether it also includes maintenance work and other kinds of work.

"I. Classification of the Works.

"I. According to the kinds of works:

"(a) Roads, bridges and tunnels;

"(b) Railway lines, including tramways, local railways, etc. (if possible, mention the more important construction works separately);

¹ It is understood that the information supplied should include information relating to relief work and should, as far as possible, make a distinction between new works and maintenance works.

“ (c) Agricultural land reclamation (including drainage, irrigation, construction of dwelling-houses and other new buildings, establishment of entirely new settlements, construction of country roads and other works connected with land settlement);

“ (d) Agricultural land irrigation (including dams, regulators, siphons, canal digging, canal clearances, etc.);

“ (e) Canals and other inland waterways (including improvement work on rivers, defensive work against floods, etc.);

“ (f) Forestry work (clearing the land, re-forestation, construction of roads, etc.);

“ (g) Construction of dams for, and provision of, drinking and industrial water supplies, sewage collection and disposal and water purification plant;

“ (h) Work for construction of maritime and river ports and other work in such ports, including the mechanical equipment;

“ (i) Works for the protection of the coast;

“ (j) Shipbuilding undertaken with the financial assistance of the public authorities;

“ (k) Work for the construction and equipment of airports;

“ (l) Building and construction work forming part of a general plan and carried out with the financial assistance of public authorities, such work to be classified according to category (administrative buildings, dwelling-houses, educational establishments, museums, hospitals, sanatoria, etc.);

“ (m) Generating stations (including dams and accessory works) and installations for the transmission of power;

“ (n) Gasworks and installations for long-distance gas-supply;

“ (o) Telecommunication installations;

“ (p) Recreational buildings and facilities, playgrounds and parks;

“ (q) Any other works, or orders for plant, equipment and supplies, not included in the above enumeration.

“ 2. According to the body responsible for carrying out the work:

“ (a) Work carried out by central authorities;

“ (b) Work carried out by regional and local authorities;

“ (c) Work carried out by public utility undertakings;

“ (d) Work carried out by bodies or individuals in receipt of a subsidy or a loan granted with a view to increasing the volume of employment.

“ II. *Kind of Information to be supplied.*

“ 1. Information on the general organisation of public works and, in particular, on the working of national co-ordinating or directing bodies.¹

“ 2. General information on the policy adopted concerning the advancing or retarding of public works:

“ (a) Summarised survey of the facts (work completed, work in progress, work planned);

“ (b) Grounds for the policy pursued.

“ 3. For the works carried out during the period elapsed, summarised information:

“ (a) On the total cost of the work;²

“ (b) On the methods and conditions of financing the works, including amortisation, particularly in respect of works undertaken to increase the volume of employment (showing, in particular, (i) whether the expenses were met from the budgets of the State, regional and local authorities, public bodies, etc., or by means of internal or external loans, or in some other way; (ii) if the works are financed by loan, the conditions of the loan; rate of interest, security, etc.);

“ (c) On the cost of works which are directly self-liquidating and enumeration of the more important of these works;

“ (d) On the estimated revenue from the more important works referred to in the preceding clause;

¹ It would be useful if the Governments could supply such information as they have as to the regional distribution of the work in proportion to the incidence of unemployment in different parts of the country.

² It would be useful if the Governments would give particulars as to the various elements in the cost of the works on which they give information and, in particular, on the total cost of wages and salaries.

“ (e) On the estimated number of man-days of direct employment on the works;

“ (f) On the estimated number of man-days of indirect or secondary employment provided by the work carried out.

“ 4. For works planned for the forthcoming period, summarised information on: ¹

“ (a) The estimated cost of the works, showing, in particular, the cost of the works which are directly self-liquidating;

“ (b) The financial resources already available, showing their conditions and the sources from which they are derived;

“ (c) The methods by which it is proposed to finance the remainder of the cost;

“ (d) The estimated revenue likely to be obtained from work of a directly self-liquidating character;

“ (e) The estimated number of man-days of direct employment on the works;

“ (f) The estimated number of man-days of indirect or secondarily provided employment.

“ 5. Information on the conditions of recruitment and employment and on other provisions relating to labour (such information to be given separately for normal public works and relief works):

“ (a) Methods of recruitment;

“ (b) Conditions of employment (hours of work and wages or salaries);

“ (c) Provisions relating to the transport and housing of the workers;

“ (d) Any provisions which may be in force concerning the use of mechanical appliances.”

(Signed) A. DELMER,

Rapporteur.

Geneva, June 29th, 1938.

* * *

Appendix I.

LIST OF DELEGATES

I. Regular Members.

A. Government Representatives:

Belgium: M. DELMER, Secretary-General of the Ministry of Public Works and of the Reabsorption of the Unemployed.

Brazil: M. OLINTO DE OLIVEIRA, First Secretary of Legation, temporarily Consul-General of Brazil at Geneva.

Great Britain: Mr. Harold Corti EMMERSON, Assistant Secretary, Ministry of Labour.

Canada: Mr. HUME WRONG, Permanent Delegate of Canada to the League of Nations; Member of the Governing Body of the International Labour Office; Mr. P. E. RENAUD, Secretary of Legation, Permanent Delegation of Canada to the League of Nations, Geneva.

China: M. Stonelake Y. P. YOUNG, Technical Adviser, Chinese Delegation to the League of Nations.

Czechoslovakia: Dr. Jan BRABLEC, Chief of Division in the Ministry of Social Welfare, Prague.

Egypt: M. Hussein Mohamed ASFAHANY, Chief Inspector, Labour Department, Ministry of Commerce and Industry, Cairo; M. Abdel Galil EL EMARY, Assistant Director, Statistics Service, Ministry of Commerce and Industry, Cairo.

Estonia: M. Johannes KÕDAR, Counsellor, Permanent Delegation of Estonia to the League of Nations.

Finland: M. Nilo A. MANNIO, Secretary-General, Ministry of Social Affairs; Deputy Member of the Governing Body of the International Labour Office; M. Eljas KAHRA, Chief Unemployment Inspector.

¹ Where works are planned for an advance period of several years, the above information should be reported and summarised by years.

- France*: M. PERRIN, Deputy Director of Labour, Ministry of Labour.
Greece: M. Panos PAVLAKIS, Director-General of Labour; M. Jean ZARRAS, Doctor of Law, Director at the Ministry of Labour.
Hungary: M. L. BARTÓK, Counsellor of Legation, Permanent Delegation of Hungary to the League of Nations; M. L. BLATNICZKY, Assistant Secretary, Royal Ministry of Industry.
Luxemburg: M. Hubert LAPLANCHE, Chief of Section at the Ministry of Public Works.
Mexico: His Excellency M. Primo VILLA-MICHEL, Envoy Extraordinary and Minister Plenipotentiary.
Netherlands: M. R. A. VERWEY, Civil Engineer, Director of the Department of Unemployment Insurance and Employment Exchanges.
New Zealand: Mr. Henry E. MOSTON, Assistant Secretary of Labour and Chief Inspector of Factories.
Norway: M. Johan HVIDSTEN, Director, Department of Public Labour Exchanges and Unemployment Insurance.
Panama: Dr. Ernesto HOFFMAN, Consul-General, Permanent Delegate of Panama accredited to the League of Nations.
Poland: His Excellency M. Wincenty JASTRZEBSKI, Under-Secretary of State, Ministry of Social Welfare; M. Mieczyslaw BIESIEKIERSKI, Chief of the Employment and Migration Section, Ministry of Social Welfare, Vice-Chairman of the Governing Body of the Emigration Syndicate; M. Józef ZAGRODZKI, Chief of the Labour Protection Section, Ministry of Social Welfare.
Union of South Africa: Mr. Harry Thomson ANDREWS, Accredited Representative of the Union of South Africa to the League of Nations.
Spain: Don Manuel Altimiras MEZQUITA, Chief of the International Labour Service.
Sweden: Dr. Wilhelm BJÖRCK, Under-Secretary of State, Ministry of Social Affairs; Senator; Deputy Member of the Governing Body of the International Labour Office; M. A. JOHANSSON, Assistant Professor (Stockholm University).
Switzerland: M. M. LUSSER, Civil Engineer; Deputy Chief of the Federal Office for the Promotion of Employment.
United States of America: Mr. RANDALL, Consultant to National Resources Committee, and Liaison between Committee and Works Progress Administration; Consultant to Tennessee Valley Authority; Mr. Carter GOODRICH, United States Labour Commissioner, Geneva; Member of the Governing Body of the International Labour Office.
Yugoslavia: Dr. Mario KRMPOTIĆ, Director of the Central Employment Office.

B. *Employers' Members*:

- Dr. H. C. OERSTED, Director, Bureau of Employers' Federations of the Four Northern Countries, Brussels; Vice-Chairman of the Governing Body of the International Labour Office.
M. Charles TZAUT, Civil Engineer, Vice-President, Central Union of Swiss Employers' Associations; Deputy Member of the Governing Body of the International Labour Office.
M. Jules LECOCQ, Secretary-General of the International Organisation of Industrial Employers (Substitute Deputy Member of the Governing Body of the International Labour Office).

C. *Workers' Members*:

- M. Jacob Willem VAN ACHTERBERGH, Secretary of the International Federation of Building and Wood-workers.
M. F. Largo CABALLERO, Member of Parliament.
M. Charles SCHÜRCH, Secretary, Swiss Federation of Trade Unions; Deputy Member of the Governing Body of the International Labour Office.

II. *Advisory Members.*

- Economic Committee of the League of Nations*: M. Eugène DEROBERT.
Financial Committee of the League of Nations: M. John LINDBERG.
Communications and Transit Organisation of the League of Nations: M. Branko LUKAČ.

Officers of the Committee.

- Chairman*: M. J. NEČAS.
Vice-Chairmen: Mr. Carter GOODRICH, M. Wincenty JASTRZEBSKI, M. H. C. OERSTED, M. Léon JOUHAUX.
Rapporteur: M. A. DELMER.
Representative of the Director: M. A. TIXIER, Assistant Director.
Secretary: M. P. WAELBROECK, Chief of Section.
Assistant Secretaries: M. G. S. RABINOVITCH and Mr. D. C. TAIT, Members of Section.

Appendix II.

STANDING ORDERS

Article 1. — Officers.

1. The officers of the International Public Works Committee shall consist of a Chairman and four Vice-Chairmen, two of whom shall be chosen from among the Government representatives on the Committee, the other two being elected by the employers' and the workers' members of the Committee respectively. Only regular members of the Committee may be elected officers.

2. The officers shall be elected for a period of three years and shall be eligible for immediate re-election.

3. A member elected to fill a vacancy caused by the decease or resignation of an officer shall sit for the unexpired portion of the term of office of his predecessor.

Article 2. — Duties of the Chairman.

1. The Chairman shall declare the opening and close of the sittings. Before proceeding with the agenda, he shall bring before the Committee any communications which may concern it. He shall direct the debates, maintain order, ensure observance of the Standing Orders, accord or withdraw the right to address the Committee, put questions to the vote and announce the result of the vote.

2. He shall have the right to take part in the discussions and to vote, but shall not have a casting vote.

3. In the absence of the Chairman, the four Vice-Chairmen shall preside in turn at sessions or sittings.

Article 3. — Functions of the Officers.

Subject to the powers of the Governing Body of the International Labour Office, the officers of the Committee shall be invested with such functions as the Committee may delegate to them.

Article 4. — Advisers.

The advisers who may accompany ordinary or advisory members of the Committee, in accordance with Article 2, paragraph 4, of the Statute of the Committee, shall be entitled to speak at meetings of the Committee with the permission of the Chairman. Nevertheless, no adviser may take part in the voting unless he has been duly appointed by the regular member of the Committee who is absent to act as his substitute.

Article 5. — Admission to Meetings.

As a general rule, the sittings shall be public. Nevertheless, at the request of one ordinary member, the Committee will sit in private.

Article 6. — Reports and Minutes.

A stenographic record on Minutes of the sittings of the Committee shall be kept and shall be distributed to all members, but shall not be published.

Article 7. — Resolutions and Amendments.

1. Any regular member of the Committee, any substitute occupying the seat of a regular member, or any advisory member may move resolutions or amendments in accordance with the following rules.

2. The text of any resolution or amendment shall be submitted in writing and handed to the Chairman. This text shall, whenever possible, be distributed before being put to the vote.

3. If there are several amendments to a resolution, the Chairman shall determine the order in which they shall be discussed and put to the vote, subject to the following provisions:

(a) Every motion and resolution shall be put to the vote;

(b) Amendments may be voted on either individually or against other amendments according as the Chairman may decide, but, before a resolution itself is deemed to be amended, it shall be directly tested by vote against the amendment amending it;

(c) If a resolution is amended as the result of a vote, that resolution as amended shall be put to the meeting for a final vote.

4. A member may withdraw an amendment which he has moved, unless an amendment to it is under discussion or has been adopted.

An amendment withdrawn by its author may be moved again by any other member who is entitled to move an amendment.

5. No resolution or amendment shall be discussed unless and until it has been seconded.

Article 8. — Voting.

1. The decisions of the Committee shall be taken by a majority vote. Voting shall normally be by a show of hands.

2. A record vote shall be taken at the request of not less than one-fifth of the members present.

Article 9. — Quorum.

No vote shall be valid unless at least half the ordinary members of the Committee attending the session are present at the meeting.

Article 10. — Place of Meeting.

The meetings of the Committee shall be held at the International Labour Office unless the Governing Body decides otherwise.

ANNEX 19

[C.C.T.679.]

July 21st, 1938.

FACILITIES TO BE GRANTED TO BROADCASTING REPORTERS.

NOTE BY THE SECRETARIAT

At its eighteenth ordinary session, held in September 1937, the Assembly approved the conclusions of its Sixth Committee, which, on examining the proposals of the Advisory Committee for the teaching of the principles and facts of international co-operation with regard to the use of modern means of disseminating information to promote mutual understanding between the nations, felt that some of these suggestions were worthy of fuller consideration. The Assembly therefore instructed the International Committee on Intellectual Co-operation to appoint a committee of experts and outlined the work of this committee. The Assembly also stated as follows:

“ The conclusions of the Committee of Experts will be communicated, together with the observations of the International Committee on Intellectual Co-operation, to the Assembly at its next session, in order to enable it to establish, in the light of more detailed information, a definite programme of technical collaboration with national and international broadcasting organisations.”

The Committee of Experts was convened for June 17th and 18th, 1938, to carry out the duties entrusted to it by the Intellectual Co-operation Organisation, and drew up a report.¹

This document was studied by the International Committee on Intellectual Co-operation, which met at Geneva from July 11th to 16th, 1938, and was approved and transmitted to the Council and Assembly by a resolution, the main passages of which read as follows:

“ The International Committee on Intellectual Co-operation,

“ Having taken note of the proposals drawn up by the Committee of Experts which it was instructed by the Assembly of the League of Nations to appoint:

“ Approves these proposals, and transmits them to the Council and Assembly of the League of Nations;

“ Requests the Council to authorise the transmission to National Committees on Intellectual Co-operation of such of these proposals as provide for action by those Committees.

“ In regard to the views expressed by the experts on special facilities for broadcasting reporters and Customs exemption for the exchange of material for sound records, the Committee requests the Council to refer the views expressed for study to the Communications and Transit Organisation and to the Economic Organisation of the League of Nations. . . .”

As will be seen from the report of the Committee of Experts, views were exchanged in particular on the subject of information on the work of the League and the main international institutions

¹ Document A.19.1938.XII, page 2.

connected with it. After hearing the representatives of the national broadcasting organisations on how the information services might be developed, it expressed a number of views, one of which reads as follows:

“ The Committee for Communications and Transit should study the facilities to be granted to broadcasting reporters wishing to use the broadcasting equipment of the League of Nations.”

There is another point of interest to the Communications and Transit Organisation. The Committee studied the possibility of framing either bilateral agreements or an international convention to provide for the granting of special facilities to enable accredited broadcasting reporters to enter foreign countries for professional purposes, and adopted the following resolution:

“ The Committee,

“ Having proceeded to an exchange of views on the considerations adduced on this subject in 1937 by the Advisory Committee for the Teaching of the Principles and Facts of International Co-operation:

“ Recognises how important it is that facilities should be granted to reporters in the exercise of their profession abroad, particularly when the object of their journeys is to promote mutual understanding among the nations;

“ Expresses the following recommendation:

“ That, in the granting of personal travelling facilities to such reporters (journeys, visas, etc.), the privileges of this kind granted to journalists should be taken as a basis;

“ That, as regards the professional material of such reporters (lorries, microphones, amplifiers, recording apparatus), a liberal regime as regards transport and Customs formalities should be established, preferably on a basis of reciprocity.”

As stated above, the report of the Committee of Experts approved by the International Committee on Intellectual Co-operation has been addressed to the Council and Assembly, which will have to decide what action shall be taken thereon.

If the Council accepts the suggestion of the International Committee on Intellectual Co-operation to refer questions within the competence of the Communications and Transit Organisation to the Committee for Communications and Transit, that body would hardly be in a position to express any opinion on the problem without studying it fully. As, however, the Committee will probably not meet before the spring of 1939, and as the question is of present interest, the Committee may perhaps think fit to consider the possibility of such a study and to prepare the procedure therefor at once.

ANNEX 20

[C.C.T.689.]

PROPOSAL BY THE CHINESE GOVERNMENT CONCERNING THE MEASURES TO BE TAKEN IN CONSEQUENCE OF THE YELLOW RIVER FLOODS

REPORT OF THE SUB-COMMITTEE, ADOPTED BY THE COMMITTEE ON AUGUST 2ND, 1938¹

The Secretary-General of the League of Nations communicated to the Committee for Communications and Transit a letter sent to him on July 26th, 1938, by His Excellency M. Wellington Koo, in which the representative of China on the Council of the League of Nations informs him of the Chinese Government's desire that the League of Nations should undertake to take urgent measures to control the Yellow River floods, check their extension, and prevent their recurrence, such measures to consist in the framing of schemes and the supervising of the execution of the necessary conservancy measures for the areas affected by the floods.

The Secretary-General added that he would be glad if the Committee for Communications and Transit would be good enough to give a preliminary opinion as to the technical conditions in which such a task, if accepted, could be undertaken under the responsibility of the League of Nations.

These are the circumstances in which the Committee examined this question at its twenty-first session, which opened at Geneva on August 1st, 1938.

“ The Committee,

“ Recognising the great importance, for the flooded areas of the Yellow River, of the execution of the measures contemplated by the Chinese Government as appropriate to remedy the present state of affairs;

¹ The present text embodies the amendments introduced by the Committee.

“ Recognising, further, the difference between the present needs and those which gave rise to the technical co-operation which has for several years existed between the Organisation for Communications and Transit and the Chinese Government;

“ Noting, in particular, that this co-operation has consisted only in the despatch of experts instructed to give the Chinese Government, on their own professional responsibility, technical advice and opinions, or to assist the Government in the organisation of the works to be undertaken, whereas the proposal is now that the League of Nations should be directly responsible for the preparation of schemes and the supervision of the execution of the measures in question, with all the consequences which would follow from its action;

“ Assuming that, in the existing local conditions, it would be possible to obtain, on the one hand, for the execution of the works, the agreement of the authorities in administrative control of the areas in question, and, on the other hand, a guarantee that loyal support would be given on the spot by the local authorities—support which is essential for the general organisation of the works, the journeys of technical officials, the recruiting of labour, the supply of materials, the purchase of land, the transport of plant, etc.;

“ Considering that such a guarantee could probably not be secured without conducting negotiations, preferably on the spot, which would be of more than a merely technical character;

“ On the understanding that the financing of the operations, for which the Chinese Government promises to be responsible, and that Government’s contribution to the cost of sending foreign experts, can be provided locally:

“ Considers that, in the event of the Chinese Government’s proposal’s being accepted, it would be necessary, more particularly in view of the scale of the measures proposed, to have every guarantee that the maximum opportunity will be afforded for the success of such works.

“ The Committee accordingly considers that, in such an eventuality, it would be indispensable to satisfy the following preliminary technical conditions; it is, of course, understood that, in this hypothesis, the details of the measures proposed could be determined with complete satisfaction and with the necessary accuracy only by technical experts sent to the spot:

“ (1) It would be necessary to have adequate technical documentation regarding the Yellow River, its regime, the situation of its outflow basin and the topographical situation of the flooded areas. The various reports of experts sent to China by the League of Nations to study hydraulic questions have always emphasised the fundamental importance of observations, studies and investigations. This is particularly noticeable in the report of the Committee of Experts sent to China in 1935,¹ in the preamble to which it is stated that such information forms the essential preliminary step in the study of the technical problems, and that, in matters of waterway hydraulics in particular, the only basis that can be taken as at all reliable consists in observations systematically conducted, carefully checked and spread over a very large number of years.

“ (2) To carry out the task contemplated on the responsibility of the League of Nations, the latter would have to send to China a sufficient number of foreign experts—the exact number cannot be determined until the details are known—to draw up schemes, organise services and works and supervise their execution on the spot.

“ (3) The Chinese Government, for its part, would have to supply for the execution of such measures the necessary number of Chinese engineers and the requisite subordinate technical staff.”

The Committee for Communications and Transit considers that, if the above conditions cannot be guaranteed, it would be difficult for the League of Nations to assume responsibility for the measures in question.

ANNEX 21

[C.C.T.691.]

RULES OF PROCEDURE OF THE COMMITTEE

REPORT OF THE SUB-COMMITTEE, ADOPTED BY THE COMMITTEE ON AUGUST 3RD, 1938

The Sub-Committee set up by a decision taken on August 1st, 1938, by the Committee for Communications and Transit, with a view to bringing the provisions of the Committee’s Rules of Procedure into line with the Council’s resolution of January 29th, 1938, deciding, on behalf of the Assembly, to put into force the new Statute of the Communications and Transit Organisation, has the honour to submit the following report to the Committee.

¹ Document C.91.M.34.1936.VIII.

In the above-mentioned resolution, the Council stated, *inter alia*, that Article 7(g) of the Statute should be applied only in the case of general consultations of an exclusively technical character, and that otherwise Article 5, paragraph 3, of the General Regulations on Committees, adopted by the Council on January 24th, 1936, should be followed. That article reads as follows:

“ Committees may not proceed to a general consultation of Governments without the Council’s approval.”

The Sub-Committee, considering such a step advisable, suggests to the Committee that the Rules of Procedure should contain a special provision, which might be worded as follows:

“ In the cases referred to in Article 7(g) of the Statute, the Secretary-General of the League shall give to decisions of the Committee relating to general consultation of Governments the effect which they require. If the proposed consultation concerns questions which are not exclusively technical in character, the Council must be informed and its approval obtained.”

Further, the Council expressed the desire that the Committee for Communications and Transit should reproduce, when drawing up its Rules of Procedure, the provisions of Article 6, paragraph 2, and Article 8 of the General Regulations on Committees.

Article 6, paragraph 2, of the General Regulations deals with the methods of electing the Chairman, and is worded as follows:

“ The Committee shall fix the Chairman’s term of office, while bearing in mind the necessity of making possible reasonably frequent changes. The term of office shall not be less than one year.”

The Rules of Procedure of the Committee, adopted by it on March 15th, 1930, and still in force, contain the following (Article 1):

“ The Committee shall elect from among its members a Chairman and two Vice-Chairmen, who shall take office on the date of their appointment, and remain in office until the beginning of the first session of the calendar year following that of their election. They shall not be immediately re-eligible.”

The Sub-Committee was of opinion that the regulations on this point were no longer of current interest. The question might therefore be reserved for study and for a decision by the Committee to be appointed by the Council as a result of the 1938 Assembly elections.

Article 8 of the General Regulations on Committees deals with the publicity of meetings, and reads as follows:

“ 1. Committees shall decide whether their meetings are to be public.

“ 2. If a meeting is private, Committees may decide to admit permanent delegates or other representatives of Members of the League, duly authorised by their Governments, to attend the proceedings.

“ 3. Such delegates or representatives shall be required to observe the discretion which in any case is incumbent upon the members of the Committee.”

The Sub-Committee observed that, up to the present, there had been no special provision on the publicity of meetings either in the Statute or in the Rules of Procedure. The Committee’s Rules of Procedure should therefore be brought into line with Article 8 of the General Regulations. At the same time, paragraph 2 of that article should be reworded so as to apply to a larger circle of persons, and to cover all cases that might arise. The Sub-Committee therefore proposes to the Committee the adoption of the following text:

“ 1. The Committee shall decide whether its meetings are to be public.

“ 2. If the meetings are private, the Committee may decide to admit permanent delegates of the Members of the League or other Government representatives, duly authorised by their Governments, to attend the proceedings.

“ 3. Such delegates or representatives shall be required to observe the discretion which in any case is incumbent upon the members of the Committee.”

* * *

The Sub-Committee also proposes that a number of changes should be made in the 1930 Rules of Procedure, with the object of bringing those Rules into line with the provisions of the new Statute and the above-mentioned Council decision of January 29th, 1938.

Article 2, paragraph 4, stipulates that the Chairman of the Committee shall take into consideration the financial position “ having regard to Article 29 of the Regulations for the Financial Administration of the League ”.

Those Regulations, however, have since been changed, and Article 29 in its present form deals with questions other than those referred to in the 1930 Rules of Procedure. It would therefore seem advisable not to quote a specific article, but merely to say: “ having regard to the provisions of the Regulations for the Financial Administration of the League ”.

This wording would be strictly in accordance with the Council's decision of January 29th, 1938, which states that " the Regulations concerning the Financial Administration of the League of Nations would be fully applicable to the Statute ".

Article 4, paragraph 1, should be amended to read: " With a view to the application of paragraph 1 of Article 6 of the Statute ".

Article 5: paragraphs 1 and 2 might be deleted, since the new Statute contains, in Article 10, paragraphs 1 and 2, full details of the permanent Committees.

In that case, the beginning of paragraph 3, which would become paragraph 1, would need to be slightly revised: " The Committees referred to in Article 10, paragraph 2, of the Statute shall hold office for the same term as the Committee ".

Paragraph 4: the words " in Article 18 " should be replaced by " in Article 15 ".

Article 6: the first sentence might be deleted, in view of the fact that Article 10, paragraph 3, and Article 11 of the new Statute contain the necessary provisions.

Article 8 has become pointless, in view of the provisions of Article 4, paragraph 9, and Article 9, paragraph 2, of the Statute.

* * *

Lastly, the Sub-Committee proposes that the words " the Secretary-General of the Committee ", which occurred in Articles 2, 3 and 7 of the 1930 Rules of Procedure, should be replaced by " permanent Secretariat ", which expression is to be found in Article 3(c) of the Statute.

Having regard to these points, the Sub-Committee has drawn up a new text for the Rules of Procedure, which it herewith submits to the Committee (Appendix).

The Rules of Procedure may, of course, be amended at any time, as has been done in the past, by a majority of votes of the members present; it is also understood that the Committee, whose members are to be appointed by the Council as a result of the 1938 Assembly elections, will remain entirely free to draw up such Rules of Procedure as it may deem appropriate.

* * *

Appendix.

RULES OF PROCEDURE OF THE COMMITTEE FOR COMMUNICATIONS AND TRANSIT

Article 1.

The Committee shall elect a Chairman and two Vice-Chairmen, who shall take office on the date of their appointment and remain in office until the beginning of the first session of the calendar year following that of their election. They shall not be immediately re-eligible.

Article 2.

The Committee shall hold at least one session annually. Except in special circumstances, it shall meet at the seat of the League.

The Committee shall be convened on the Chairman's initiative. Notices of meeting shall be sent out by its permanent Secretariat, acting on the Chairman's instructions. Except in urgent cases, they shall be sent to members at least one month before the opening of each session.

The Chairman shall order the Committee to be convened either upon the decision of the Council of the League of Nations or, if requested to do so, by one-third of the members, such request to be addressed to the permanent Secretariat.

In exercising the powers defined in the present article, the Chairman of the Committee shall take into consideration the financial position, having regard to the provisions of the Regulations for the Financial Administration of the League. The financial position shall be submitted for the Chairman's consideration by the permanent Secretariat.

Article 3.

The Chairman shall draw up a draft agenda for each session, which shall accompany the notices convening the session.

Any member may, at least fifteen days before the opening of the session, make application to the permanent Secretariat for a specific question to be placed on the agenda of the session. In such case, the permanent Secretariat shall prepare a supplementary agenda and communicate it to members without delay.

At the beginning of each session, the Committee shall decide upon its final agenda. It may, in the course of a session, decide by a majority of two-thirds of the votes of the members present to add a question to its agenda.

The Committee's agenda shall be communicated to the Council of the League of Nations, in conformity with the Assembly resolution of December 8th, 1920.

Genève, le 21 septembre 1938.

SOCIÉTÉ DES NATIONS

COMMISSION DES COMMUNICATIONS ET DU TRANSIT

COMPTE RENDU DES TRAVAUX DE LA VINGT ET UNIÈME SESSION

tenue à Genève, du 1er au 4 août 1938

Erratum

Page 5:

VI. Comité juridique.

M. Jan HOSTIE:

Biffer le mot "*ancien*" avant les mots "conseiller juridique".

Les titres de M. HOSTIE sont les suivants:

avocat près la Cour d'appel de Bruxelles, conseiller juridique du
Ministère des Affaires étrangères de Belgique, ancien secrétaire général
de la Commission centrale pour la navigation du Rhin.

LEAGUE OF NATIONS

COMMITTEE FOR COMMUNICATIONS AND TRANSIT

RECORDS OF THE WORK OF THE TWENTY-FIRST SESSION

held at Geneva, from August 1st to 4th, 1938

Erratum

Page 5:

VI. Legal Committee

M. Jan HOSTIE:

Delete the word "*former*" before the words "Legal Adviser".

M. HOSTIE'S titles are as follows:

Barrister at the Brussels Court of Appeal, Legal Adviser at the Belgian
Ministry for Foreign Affairs, former Secretary-General of the Central
Commission for Rhine Navigation.

Article 4.

With a view to the application of Article 6, paragraph 1, of the Statute, which confers powers on the Committee as regards the invitation of temporary members, these powers may, in cases of urgency or necessity, be exercised by the Chairman before the Committee meets, when the draft agenda submitted to the Committee appears to him clearly to require such invitation.

The same procedure shall be followed as regards the invitation of representatives of States not members of the organisation, and of representatives of qualified international or national organisations in an advisory capacity.

Decisions taken by the Chairman in virtue of this article shall be made known to members without delay.

Article 5.

The Committee shall decide whether its meetings are to be public or not.

If the meetings are private, it can decide to allow the permanent delegates of Members of the League or other Government representatives, duly authorised by their Governments, to attend the meeting.

Such delegates or representatives are bound to observe the discretion incumbent at all times on members.

Article 6.

In the cases referred to in Article 7(g) of the Statute, the Secretary-General of the League shall give to decisions of the Committee relating to general consultation of Governments the effect which they require. If the proposed consultation concerns questions which are not exclusively technical in character, the Council must be informed and its approval obtained.

Article 7.

The Committees referred to in Article 10, paragraph 2, of the Statute shall hold office for the same term as the Communications and Transit Committee; they shall enjoy complete freedom in their discussions. All resolutions of these Committees involving recommendations to Governments or proposals to the Council or the Assembly shall be forwarded to those authorities by the Committee in its own name as soon as they have received the approval of the Committee in plenary session. As an exception, in cases which must be justified by reasons of urgency or necessity, this approval may be given on behalf of the Committee by its Chairman, who, if in doubt, may consult his colleagues by correspondence, and, in any event, shall report his decision to the next plenary session.

The present provisions shall not apply to cases in which the Committee is called upon to discuss a question in dispute between States under the conditions laid down in Article 15 of the Statute. The Committee in plenary session shall alone be competent to express an advisory opinion in such a case.

Article 8.

In cases of urgency or necessity, the Chairman may appoint experts in the intervals between sessions, or, subject to the Committee's subsequent approval, set up temporary committees of experts, when such measures seem to him to be necessary for the preparation of the Transit Committee's work.

Decisions taken by the Chairman in virtue of this article shall be made known to members without delay.

Article 9.

The present rules shall be applicable to committees and sub-committees; but the chairmen, and (if appointed) the vice-chairmen, of committees and sub-committees, shall be appointed, in the case of temporary committees or sub-committees, for the term of office of such committees and sub-committees, and, in the case of permanent committees and sub-committees, for the term of office of the Communications and Transit Committee.

The term of office of these chairmen or vice-chairmen shall be renewable.

The meeting-places of committees and sub-committees shall be determined by their respective chairmen in agreement with the permanent Secretariat, account being taken both of practical needs and of financial considerations.

Article 10.

The present Rules of Procedure may at any time be altered by a majority of the votes of the members present.

Geneva, October 3rd, 1938.

LEAGUE OF NATIONS

SIGNALS AT LEVEL-CROSSINGS

20

**REPORT OF THE SPECIAL COMMITTEE OF EXPERTS
PRESENTED TO THE COUNCIL BY THE COMMITTEE FOR
COMMUNICATIONS AND TRANSIT**

The interest taken by the Committee for Communications and Transit in safety measures for road traffic is well known. During the last few years, it has more particularly examined the question of railway level-crossings.

The international Conventions of April 24th, 1926, and March 30th, 1931, relating to motor traffic and road signals, provide that road users shall be warned at a distance of the approach of level-crossings by triangular signals bearing a picture of a gate or an engine as the case may be. Apart, however, from the fact that these signals may not always attract sufficient attention during the night, unless some additional measures are adopted, they are not adequate in themselves. A further warning should be given to the motorist or carter in the immediate vicinity of the level-crossing.

At a meeting held at Seville in May 1926, the International Railway Union decided that unguarded level-crossings should be provided for this purpose with fixed signals in the form of the St. Andrew's Cross. This signal is now widely used, though there is not complete uniformity in its use. It should not be forgotten that its use is not the result of a convention between States, but only of an agreement between the members of the International Railway Union.

At its twelfth session, held at Cairo in January 1933, the International Association of Railway Congresses prefaced its conclusions by an invitation to all countries to adopt uniform legislation and regulations on the protection of level-crossings and types of signals, on the ground that road traffic formerly local was to a great extent becoming high-speed traffic, and to an increasing extent international traffic.

Level-crossings may in fact be divided into three categories: level-crossings with gates, level-crossings without gates but with automatic signals indicating the approach of trains and level-crossings without gates and without automatic signals. If uniform signals are to be adopted for each of these three categories, an international agreement is indispensable. It should be noted that the provisions laid down in the agreement must be compulsory, differing in this respect from those of the 1926 and 1931 Conventions, which dealt with road signals only. Those Conventions, as everyone is aware, did not impose on States any obligation to place the road signals agreed upon in any particular spot, but only to see that such signals as were provided were of the types specified. In the case of level-crossings, however, it is in the nature of things, and is essential to safety, not only that the signals at level-crossings of each of the three categories should be those specified and no others, but also that such signals should actually be provided.

It becomes more important and urgent every year to conclude such an agreement. On the roads, there is a steady increase in the speed of motor-vehicles of all kinds, in the size of some of them (motor-coaches, lorries), and in the amount of traffic; on the railways, main-line trains are becoming faster and the use of autorail trains is introducing high speeds hitherto unknown on subsidiary lines. It is of very great importance, for these various reasons, that safety measures should be taken at level-crossings. The introduction of a uniform system of signals for each of the three categories of level-crossing is the necessary complement of the unification of road signals on which so satisfactory a beginning was made by the 1926 and 1931 Conventions.

There is no time to lose; for it is important not to wait until different systems, difficult to unify later on, have been introduced and become familiar in the different countries.

The Committee for Communications and Transit therefore decided to have this question studied, and, as the measures to be studied should be of interest to both highway departments and railway administrations, it entrusted this work to a special Committee consisting of experts in both fields.

The special Committee of Experts had not quite finished its work, but had already prepared draft regulations on signals at level-crossings, when the seventh International Road Congress met at Munich in September 1934. The text of the draft was communicated to the Congress, which took note of it and expressed the hope that the question would be studied as soon as possible by an international conference.

The report of the special Committee of Experts, together with the draft regulations, was presented on May 14th, 1935.¹ At its nineteenth session, held at Geneva from November 5th to 9th, 1935, the Committee for Communications and Transit approved the conclusions of the report, and decided to submit it to the Council with the request that the Governments be consulted as to whether those conclusions could be taken as a basis for an international convention.²

At its twentieth session, held from August 31st to September 4th, 1937, the Committee reverted to the matter in order to examine the replies received from Governments as a result of the above consultation³ and adopted the following resolution:

“The Advisory and Technical Committee, having examined the replies received by the Secretariat as a result of the consultation of Governments in regard to the programme drawn up by the Committee at its nineteenth session regarding signals at level-crossings, requests the Special Committee that drew up the documents in question to prepare, in the light of the replies already received from Governments or of those that may still be received by the Secretariat, a draft convention which the Committee will examine at its next session.”

In pursuance of this resolution, the special Committee of Experts appointed to examine the problem of signals at level-crossings met at Geneva on April 20th, 1938, and the following days.⁴ Its main task was to embody its former conclusions, approved in principle by the Committee for Communications and Transit, by the Assembly⁵ and by many Governments, in an international draft convention. It had also to examine a number of observations made in this connection by some of the Governments which had been consulted.

The Special Committee made only slight alterations and rectifications in its previous work. The draft which it is submitting to the Committee therefore reproduces, in the form of the provisions of a Convention, the measures which it had recommended for adoption. Below will be found the few amendments which were made, together with an account of the exchanges of views that took place in connection with the above-mentioned observations made by certain Governments.

It appeared desirable, in accordance with certain precedents well known in Geneva, to divide the draft Convention into two parts. The first part, constituting the Convention proper, contains a general undertaking, the details of which are given in Regulations, annexed to the Convention, which constitute the second part. The first part also includes all the formal provisions, such as those affecting signature, ratification, accession, entry into force, revision, denunciation and undertakings in connection with colonies and other territories, as distinct from territories of the mother country.

Such subdivision has the advantage of giving more elasticity to the undertakings assumed, so that they may always meet the requirements of the moment and allow progress to be made. In fact, the measures which Governments undertake to adopt, and which are mentioned in the annexed Regulations, may be amended at the proposal of any contracting party, after written consultation of the States concerned, and without the necessity of summoning a revising Conference. This was an important point, as the growth of motor traffic constantly entails new measures. Railway traffic, too, has developed in a parallel way to road traffic.

The groundwork of the system submitted by the Special Committee to the Committee for Communications and Transit at its nineteenth session will be remembered. The Committee considered that level-crossings could be divided into three categories:

- A. Level-crossings with gates;
- B. Level-crossings without gates but with automatic signals;
- C. Level-crossings without gates and without automatic signals.

For each of these three categories, the Special Committee was of the opinion that the regulations to be laid down should be different, so that the special dangers of each of the three cases could be averted.

¹ Document C.458.M.240.1935.VIII, page 77.

² *Ibid.*, page 22.

³ Document C.380.M.256.1937.VIII, page 30.

⁴ The Committee was composed as follows:

M. J. DE RUELLE, Legal Adviser to the Belgian Ministry for Foreign Affairs; Member of the Committee for Communications and Transit (*Chairman*);

Mr. C. A. BIRTCHNELL, Assistant-Secretary of the Roads Department, Ministry of Transport of the United Kingdom;

M. Ch. H. J. DRIESSEN, Chief Engineer, Head of the Permanent Way and Works Department of the Netherlands Railways;

M. H. HUNZIKER, Director-General of the Swiss Federal Department of Posts and Telegraphs;

M. P. A. VALSINGER, Head of the Roads Section of the Swedish Department of Roads and Bridges;

M. C. WALCKENAER, former Inspector-General of Mines at the French Ministry of Public Works.

⁵ See documents A.78.1936.VIII and A.58.1937.VIII.

A. *Level-crossings with Gates.*

The following is a summary of the measures recommended for such crossings in 1935:

1. The placing of triangular advance signals bearing a picture of a gate; the post to be painted in alternate red and white or red and light yellow transverse stripes. In addition, where there is a large volume of motor traffic during the night, the rim of the triangle must be provided with white or yellow reflectors, unless the neighbourhood of the level-crossing is shown either by posts indicating distances or by palings painted red and white or red and light yellow.
2. The gates must be painted red and white or red and light yellow, and must be provided during the night with red reflectors, or with a red light, or with a floodlight, illuminating the gate whenever it is not fully open.
3. Signals in the form of a St. Andrew's cross to be prohibited, these being reserved for level-crossings without gates.
4. Gates operated from a distance must be provided with sound or light signals, to warn users of the road.

When it re-examined these proposals at its meeting in April 1938, the Special Committee had before it an observation from the French Government, stating that the reflectors with which triangular signals must be provided by night need not necessarily be on the rim of the triangle, but could be placed at its apex or on the picture, in whatever way was most appropriate. The Special Committee acted on this observation by recommending that the text should read "the triangle must be provided with white or yellow reflectors".

The question also arose whether it should be compulsory to place posts indicating distances (which must be used when the triangle is not provided with reflectors) on the right or left side of the road according as the traffic keeps to the right or left, as proposed by the Special Committee in 1935. It was recognised that the administrations concerned should be left free to determine this according to the nature of the locality and its configuration.

Finally, in response to an observation made by the Government of the Union of Soviet Socialist Republics, the Special Committee considered the colours to be adopted for the posts of the triangular signals, and whether the choice of colours should be left to the competent administrations with the proviso that the colours should be alternate and contrasting. The Committee agreed to recommend uniformity in this matter and the general use of alternate red and white or red and yellow stripes as having, among other advantages, that of giving the greatest contrast.

The Special Committee also considered whether, in connection with the regulations governing the use of advance triangular signals, it should not take into account the fact that the Convention of April 24th, 1926, relative to Motor Traffic permits the use of the hollow triangle—*i.e.*, without a picture, whether of a gate or locomotive—in the case of countries where, owing to special weather conditions—snow, ice, etc.—the picture might become invisible. It would seem that, with the exception of the United Kingdom, the European countries—*e.g.*, Sweden and Switzerland in particular—which might have found this exception useful have abandoned its use. Though signals may be only imperfectly visible over varying periods of time on account of the above-mentioned weather conditions, it is none the less true that they retain their usefulness for the greater part of the time. Moreover, this question might form the subject of a reservation when the signature of the Convention is contemplated. The same consideration recurs below in connection with signals for the other two categories of level-crossing.

With regard to the prohibition of signals in the form of a St. Andrew's cross in the case of level-crossings with gates, it was recognised that some signals which are frequently used in certain European countries and which consist of two diverging arms extending upwards only, and forming, as it were, half of a St. Andrew's cross, must not be considered as constituting St. Andrew's crosses.

B. *Level-crossings without Gates but with Automatic Signals.*

The measures recommended for this category of level-crossing in the 1935 draft were the following:

1. The erection of advance triangular signals bearing the picture of a locomotive.
2. The placing in the immediate vicinity of the railway of a signal in the form of a single or double St. Andrew's cross, according as the line is single or double.
3. The placing, also in the immediate vicinity of the railway, of an automatic signal giving warning of the approach of trains and consisting of red flashing lights indicating that road traffic must stop.
4. The light signal to be accompanied by a sound signal.

5. The further compulsory use, on roads with a considerable volume of motor traffic, of at least one of the following four devices:

- (a) A flashing white light appearing at periods other than those at which the red flashing light is shown;
- (b) A number of posts indicating the distance between the triangular advance sign and the level-crossing;
- (c) Palings painted red and white or red and light yellow in the immediate neighbourhood of level-crossings;
- (d) Reflectors on the triangular advance signal.

Few changes were made in these proposals. In connection with the St. Andrew's cross to be placed in the immediate neighbourhood of the railway line, the French Government had proposed the replacement of the words "single or double" by the words "with single arms or with single upper arms and double lower arms". The Special Committee took note of this proposal in the draft text which it adopted.

The rule that an automatic signal giving warning of the approach of trains should also be placed in the immediate vicinity of the railway gave rise to an interesting exchange of views. The French Government had announced that it was in favour of having one or more white flashing lights which should be visible when there was no need to stop, that is, when the line was clear, in addition to the red flashing light indicating that road traffic must stop. The Special Committee considered that such an increase in signalling arrangements was not absolutely necessary and would prove too costly. Not only would the light-signal device have to be more complicated, but the consumption of electric current or acetylene would be very greatly increased, and whereas red flashing lights are working for only a relatively short time, the white lights would have to work for most of the day.

The Special Committee was, however, able to take into account the reasons actuating the French proposal, one of which is that the showing of the white light serves as evidence that the flashing light device is not out of order. A provision was inserted in the draft recommending appropriate measures to guard against an accidental failure in the automatic signalling apparatus. The choice of such measures is, moreover, left to the competent administrative authorities. This solution is calculated to give satisfaction also to the Netherlands Government, which regards an automatic control of light signals as desirable, though not indispensable. Furthermore, it was pointed out that the Convention will impose only a minimum number of precautionary measures upon the contracting parties, and that nothing but satisfaction will be felt if a country deems it necessary to go further and take even greater precautions.

The Special Committee also dwelt on the obligation of adding a sound signal to the red light signal. It was pointed out that sound signals add to the intricacy of the signalling mechanism without rendering light signals more effective. The argument was also advanced that sound signals may constitute a nuisance for the inhabitants of the neighbourhood, and that, furthermore, they affect not the motorist but the pedestrian or cyclist. Against these objections, it was pointed out that pedestrians and cyclists must also be protected, that the cost of sound signals is negligible, and that their installation can be extremely simple. After weighing these advantages and disadvantages, the Committee ultimately decided to retain sound signals.

Finally, the French Government had proposed the addition to the contracting parties' obligations of a provision to the effect that the visibility of the railway line should be such that, with due allowance for the maximum speed of the trains, the driver of a vehicle approaching a level-crossing may have time to clear it if no train is in sight. The Committee readily admitted that this was a highly desirable precaution, but considered that it need not be formulated, as States would certainly observe it; the releasing device setting the automatic mechanism in motion will naturally be placed on the line at the point where it can produce the maximum useful effect.

C. *Level-crossings without Gates and without Automatic Signals.*

The measures contained in the 1935 draft under this heading were the following:

1. The railway lines should be clearly visible to road users, this being an absolutely essential condition.
2. An advance triangular signal bearing the picture of a locomotive should be erected.
3. A signal in the form of a single or double St. Andrew's cross should be placed in the immediate vicinity of the railway.
4. In addition, one of the four following devices should be used in the case of level-crossings used by a considerable volume of motor traffic:
 - (a) Posts, indicating distances, placed between the triangular signal and the level-crossing;

- (b) Red and white or red and light yellow palings in the immediate vicinity of the level-crossing;
- (c) A flashing amber-coloured light working during the whole period when the train service in the immediate neighbourhood of the level-crossing is in operation;
- (d) White or yellow reflectors suitably placed on the triangular advance signal.

In connection with the level-crossings of this third category, the Special Committee noted a proposal made by the Estonian and Latvian Governments to the effect that specially-shaped signals should be installed at level-crossings with imperfect visibility, which, owing to the absence of a large volume of traffic, were not to be provided with gates or automatic signals. The Special Committee was unable to accept this proposal, on the grounds that safety signals could not be arbitrarily increased in number, as to do so could only lead to dangerous confusion, and that the essential guarantee which level-crossings without gates and without automatic signals must provide is perfect visibility. The lack of visibility cannot be remedied by the erection of a signal of any special form. On this point, the opinion of the members of the Committee was most categorical. If it is impossible to have perfect visibility at such level-crossings, then it is essential that they should be equipped as indicated for level-crossings of categories A and B above.

The provisions relating to level-crossings without gates or automatic signals included, in their earlier form, certain additional precautionary measures to be taken where level-crossings are used by motor traffic. The French Government had wondered whether it would not be advisable to limit the obligation to cases where there was a fair volume of such traffic, and where it was not exclusively local. The Committee was of the opinion that the system of safeguards should not be weakened without good reason. It pointed out, furthermore, that the authorities concerned could choose between four measures: the erection either of posts indicating distances, or of red and white, or red and light yellow, palings, or of a flashing amber-coloured light, or of a triangular advance signal fitted with reflectors. The choice would necessarily depend on the amount of traffic, and on local conditions, so that the most costly measures need not be adopted where they were not essential.

Exceptions and Special Cases.

The Special Committee's work, in its 1935 form, covered certain provisions relating to local railways and tramways. In the case of these two categories, there is no need whatever to provide for a different signalling system from that used for main railway lines. The Committee had, however, contemplated the possibility of introducing simplifications in connection with the use of such signals, the nature of such simplifications to be left to the discretion of the different Governments according to the circumstances in each case. At its present session (April 1938), the Special Committee maintained this view, but also examined some other possibilities to which its attention had been drawn by several members. The case had to be considered of parts of railways on which there was a certain amount of traffic, but where special precautions were taken which removed any risk of accident. Such were, for instance, connecting-lines to factory sidings, railway lines along the quays of certain harbours, and, particularly in the Netherlands, certain lines discarded for passenger traffic but still used for a few goods wagons, drawn by low-powered and slow locomotives, which stop before clearing a level-crossing and give appropriate signals warning road-users of their presence.

The text recommended by the Committee in this connection takes all such particular cases into account and admits of reasonable compromises, as to the desirability of which the authorities of the contracting countries must decide. The Netherlands Government had enquired whether the case of tramways should not be considered at greater length, but the Committee was of the opinion that the draft it recommended also met that Government's difficulties.

Miscellaneous.

The Special Committee's attention was drawn to the fears expressed in certain competent quarters in the United Kingdom as to the consequences of the acceptance by the United Kingdom Government of a Convention which, in several of its clauses, treats a red light as an unconditional order to drivers to stop. Red has not always such a categorical significance in England. Thus, the United Kingdom, which was a party to the 1926 Convention, considered that it was entitled to provide the triangular danger signals (which are warning signals and not signals calling upon the driver to stop) with red reflectors. It is argued in England that red is the most recommendable colour, as it is the most clearly visible in fog; to prohibit its use would therefore cause real inconvenience when its sole object is to warn drivers of vehicles to be careful. Further, there are at present no provisions in any Convention condemning this practice. The Special Committee could only take note of this view. It did not consider itself authorised to adopt a position in the matter which might prove at variance with the view of the Communications and Transit Organisation of the League, and, in particular, of the Committee on Road Traffic; nor could it disregard an acceptance of the significance of red in the signalling system which is gaining an ever-increasing hold on the Continent.

The proposals made in 1935 contained certain provisions lying outside the scope of signalling, drawn up for the benefit of road-users to whom it was intended to recommend caution. These provisions have been omitted, not because they were useless or out of place, but because they may more appropriately be embodied in an international highway code. Furthermore, there is no doubt that, in the various countries, the regulations governing traffic already contain the requisite provisions.

* * *

In accordance with the mandate it received from the Committee for Communications and Transit, the results of the Special Committee's discussions have been embodied in a draft Convention, unanimously adopted by its members, which it has the honour to submit to the Committee for Communications and Transit. As stated at the beginning of this report, the Convention is in two parts, the first of which constitutes the Convention proper, while the second consists of the appropriate technical regulations. The draft Convention is followed by various recommendations, some of which even go beyond the scope of the Convention, as for instance those that refer to the construction of new lines, the plans of which will ensure a fuller measure of traffic safety than any attempt is made to provide to-day.

The exchanges of views which took place only served to strengthen the conviction that the conclusion of an international convention on this subject is not only feasible but desirable. Such a convention should be concluded as soon as possible. Delay can only serve to increase the difficulties, since it would cause States to adopt unco-ordinated measures which, on account of the expenditure involved, they could hardly be asked to amend later.

* * *

PRELIMINARY DRAFT CONVENTION RELATING TO SIGNALS AT LEVEL-CROSSINGS

The Heads of States (list)
recognising the desirability of taking concerted action for the drawing-up and adoption of a uniform system of appropriate signals at level-crossings,

Have resolved to conclude a Convention for that purpose, and have appointed as their Plenipotentiaries
who, having communicated to each other their full powers, found in good and due form, have agreed as follows:

Article 1.

The High Contracting Parties undertake that, with regard to signals at level-crossings, all measures taken shall be in conformity with the Regulations annexed to the present Convention. Such measures shall, in the case of each territory concerned, be taken as soon as possible, and in any case before the expiry of a period of . . . years from the entry into force of the present Convention, in conformity with Articles 4, 5 and 9.

Article 2.

1. The present Convention, of which the English and French texts are equally authentic, shall bear to-day's date. It shall remain open until . . . for signature on behalf of any Member of the League of Nations and of any non-member State which has been represented at the Conference or to which the Council of the League of Nations has communicated a copy of the Convention for that purpose.

2. The present Convention shall be ratified, and the instruments of ratification shall be deposited with the Secretary-General of the League of Nations, who shall notify receipt thereof to all Members of the League of Nations and to all the non-member States referred to in the preceding paragraph.

Article 3.

1. As from the . . . day of . . . (*i.e.*, the closing date for signature under Article 2, 1), the present Convention may be acceded to on behalf of any Member of the League of Nations and of any non-member State referred to in Article 2.

2. The instruments of accession shall be transmitted to the Secretary-General of the League of Nations, who shall notify their receipt to all Members of the League of Nations and to the non-member States referred to in Article 2.

Article 4.

1. Any ratification of or accession to the present Convention may be expressed to be conditional on the ratification or accession of one or more other Members of the League of Nations or non-member States.

2. Ratifications or accessions which are made conditional under the preceding paragraph shall be deemed to be received on the day on which this condition is fulfilled.

3. The present Convention shall come into force on the ninetieth day following that on which the Secretary-General of the League of Nations receives the instruments of ratification or acts of accession on behalf of . . . Members of the League of Nations or non-member States.

Article 5.

Ratifications or accessions received after the entry into force of the Convention under Article 4, 3, shall take effect as from the ninetieth day after the receipt thereof by the Secretary-General of the League of Nations, or as from the date on which the condition referred to in Article 4, 1, is fulfilled.

Article 6.

Any High Contracting Party may at any time propose that such amendments or additions as it may deem expedient be made to the Regulations annexed to the present Convention. The proposal shall be forwarded to the Secretary-General of the League of Nations, who shall communicate it to all the other Parties. Should the proposal be unanimously adopted by those Parties (including those whose ratifications or accessions have not yet taken effect), the Regulations annexed to the present Convention shall be amended accordingly.

Article 7.

1. At any time after the expiry of . . . years from the entry into force of this Convention, a request for its revision may be submitted by not less than three High Contracting Parties.

2. The request referred to in the preceding paragraph shall be addressed to the Secretary-General of the League of Nations, who shall notify the other parties and inform the Council of the League of Nations accordingly.

Article 8.

1. After the expiry of . . . years from its entry into force, the present Convention may be denounced by any of the High Contracting Parties.

2. The denunciation shall take the form of a notification in writing addressed to the Secretary-General of the League of Nations, who shall inform thereof all the Members of the League of Nations and all the non-member States referred to in Article 2, 1.

3. The denunciation shall take effect . . . years after the date on which it has been received by the Secretary-General, and shall be operative only in respect of the Members of the League or non-member States on whose behalf it has been deposited.

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

Article 9.

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

2. Any High Contracting Party may give notice to the Secretary-General of the League of Nations at any time subsequently that he desires that the Convention shall be applicable to all or any of the territories which have been made the subject of a declaration under the preceding paragraph, and, in such case, the Convention shall apply to all the territories named in such notice . . . years after receipt thereof by the Secretary-General.

3. In the same way, any High Contracting Party may declare at any time after the expiry of the period of . . . years specified in Article 8, 1, that he desires that the present Convention shall cease to apply to all or any of his colonies, protectorates, oversea territories or territories under suzerainty or mandate, and, in such case, the Convention shall cease to apply to the territories named in such declaration . . . years after receipt thereof by the Secretary-General.

4. The Secretary-General shall communicate to all the Members of the League of Nations and to the non-member States referred to in Article 2, 1, any declarations or notifications received under the present article.

Article 10.

If there should arise between two or more of the High Contracting Parties a dispute relating to the interpretation or application of the provisions of the present Convention, and if such dispute cannot be settled directly between the Parties themselves, it may be referred, for purposes of conciliation or for an opinion, to the Committee for Communications and Transit of the League of Nations.

IN FAITH WHEREOF, the above-mentioned Plenipotentiaries have signed the present Convention.

DONE at . . . this . . . in a single copy, which shall remain deposited in the archives of the Secretariat of the League of Nations, and certified true copies of which shall be delivered to all Members of the League of Nations and to the non-member States referred to in Article 2, 1.

* * *

REGULATIONS ANNEXED TO THE CONVENTION OF . . . RELATING TO
SIGNALS AT LEVEL-CROSSINGS

PRELIMINARY DEFINITION

For the purposes of the present Act, level-crossings shall be deemed to be places where a railway line is crossed at the same level by a public highway.

CHAPTER I. — LEVEL-CROSSINGS WITH GATES

Article 1.

1. Warning of level-crossings with gates must be given on the public highway by means of triangular advance signals bearing the picture of a gate, in conformity with Article 9 and Annex F of the International Convention relating to Motor Traffic of April 24th, 1926. The signal post must be painted in alternate red and white or red and light yellow transverse stripes.

2. On public highways with a large volume of motor traffic during the night, the triangle must be provided with a number of red or yellow reflectors. Such reflectors shall not be compulsory if, between the advance signal and the gate, the neighbourhood of a level-crossing is shown either by a number of posts indicating distances, or by placing in the immediate neighbourhood of the level-crossing, to left and right, palings painted red and white, or red and light yellow, and so arranged as to attract the notice of motor-drivers.

Article 2.

1. Gates must be painted red and white, or red and light yellow.

2. In order to make gates more visible by night, they must be provided either with red reflectors, or with a red light, or with a flood-light illuminating the gate whenever it is not fully open.

Article 3.

In order to avoid any confusion with the level-crossings referred to in Chapters II and III, level-crossings with gates must not be provided with the signals in the form of a St. Andrew's cross referred to in those chapters.

Article 4.

Gates operated from a distance (whether by hand or by an automatic device) must be provided with sound or sight signals giving users of the public highway warning in sufficient time that the gate is about to be closed. Gates must be closed slowly enough to enable users of the public highway who have already entered the level-crossing to clear it.

Article 5.

At all level-crossings with gates, the gates must be guarded during the whole period when train services are in operation. Should a level-crossing be transferred from the category specified in the present chapter to the category of Chapter II or Chapter III, the gates must be removed in order to avoid any misunderstanding on the part of the users of the public highway.

CHAPTER II. — LEVEL-CROSSINGS WITHOUT GATES BUT WITH AUTOMATIC SIGNALS

Article 6.

Warning of level-crossings without gates but with automatic signals must be given on the public highway by means of an advance triangular signal bearing the picture of a locomotive, in accordance with Article 9 and Annex F of the above-mentioned Convention of April 24th, 1926. The posts must be painted as provided in Article 1, paragraph 1, in the case of level-crossings with gates.

Article 7.

In the immediate vicinity of the railway, a signal must be placed in the form of a St. Andrew's cross. The cross, or in any case its lower arms, must be double if there are two or more tracks. The St. Andrew's crosses must be painted in two colours, red and white or red and light yellow; the signal posts must be painted in alternate stripes of the same two colours.

Article 8.

In the immediate vicinity of the railway, there must also be placed an automatic signal giving warning of the approach of trains. This signal must consist, both by day and by night, of one or more flashing red lights indicating that traffic on the public highway must stop. Appropriate measures must be taken to preclude both an accidental defect in the working of the automatic signal and any possibility of misinterpreting the signal.

Article 9.

The above-mentioned red light signal must be accompanied by a sound signal.

Article 10.

On public highways with a large volume of motor traffic during the night, one at least of the following four devices must also be used:

- (a) A flashing white light appearing at periods other than those at which the red flashing light is shown;
- (b) A number of posts indicating distances, placed between the triangular advance sign and the level-crossing;
- (c) In the immediate neighbourhood of level-crossings, to right and left, palings painted red and white, or red and light yellow, and so arranged as to demand the notice of motor-drivers;
- (d) Reflectors placed on the triangular advance signal, white or yellow in colour.

Article 11.

Signals of the same kind, but operated by hand instead of being automatic, shall be regarded as equivalent to the automatic signalling of the approach of trains prescribed above.

CHAPTER III. — LEVEL-CROSSINGS WITHOUT GATES AND WITHOUT AUTOMATIC SIGNALS

Article 12.

In the case of level-crossings without gates and without automatic signals, it is essential that the railway lines should be clearly visible to users of the public highway, with due allowance for the maximum speed of the trains, so that the driver of a vehicle approaching the railway from either side may have time to stop before entering the crossing when a train is in sight, and a driver who has entered the crossing when a train appears has time to clear the crossing.

Article 13.

In all cases where the level-crossings referred to in Article 12 are used by motor traffic, they must be marked by the advance triangular sign bearing the picture of a locomotive as provided in Article 6 above.

Article 14.

In the immediate vicinity of the railway, on all the level-crossings referred to in Article 12, a signal must be placed in the form of a St. Andrew's cross, in accordance with the distinctions and in the colours laid down in Article 7.

Article 15.

Furthermore, for level-crossings used by motor traffic, one at least of the following four devices must be used:

- (a) A number of posts indicating distances, placed between the triangular advance sign and the level-crossing;
- (b) In the immediate neighbourhood of level-crossings, on both the right and left side of the road, palings painted red and white, or red and light yellow, and so arranged as to demand the attention of motor-drivers;
- (c) A flashing amber-coloured light working during the whole period when the train service in the immediate neighbourhood of the level-crossing is in operation;
- (d) Reflectors placed on the triangular advance signal and white or yellow in colour.

CHAPTER IV. — EXCEPTIONS AND SPECIAL CASES

Article 16.

The present regulations are intended for main railway lines. In the case of local lines and tramways, the characteristics, shapes and meanings of warning signals must be the same as in the case of level-crossings on main lines. As regards their use, certain simplifications may be allowed in particular places by the Government of each country.

Article 17.

In the case of the parts of local railways or tramways in built-up areas, and also of connecting-lines to factory sidings or other parts of railway lines assimilable to connecting lines, the system to be applied shall be left to the competent authorities of the respective countries.

PROVISIONS TO BE INSERTED IN THE FINAL ACT OF THE CONFERENCE ON SIGNALS
AT LEVEL-CROSSINGS

.....
(The Conference) makes the following recommendations:

The High Contracting Parties to the Convention relating to Signals at Level-crossings:

1. Should take all necessary steps to abolish as many level-crossings as possible in their territory, mainly through replacement by underground or overhead crossings.
2. Should, in principle, make no level-crossings when new lines are constructed, and even in the case of secondary lines should reduce the number of level-crossings to a strict minimum; and should also, in any event, ensure the most favourable conditions possible as regards the visibility and course of both railway and road.
3. Should take all necessary steps to see that employees responsible for operating level-crossing gates are warned of the arrival of trains, so as to ensure both that the gates are closed in sufficient time and that delays to traffic are reduced to a minimum.
4. Should make the regulations governing level-crossings and the signalling of such crossings, on points of detail not prescribed by the provisions of the said Convention, as uniform as possible in their territory.
5. Should, in their territory, take additional safety measures in the event of fog or any other circumstances abnormally reducing safety.
6. Should endeavour to remedy the situation created by the existence in certain countries of side-gates which may be used at will by pedestrians, and which, in practice, cause a large number of accidents.

IN FAITH WHEREOF, the delegates to the Conference have signed the present Act.

DONE at on

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

Official No.: **C. 347. M. 208.** 1938. VIII.

Geneva, September 26th, 1938.

LEAGUE OF NATIONS

**ORGANISATION FOR COMMUNICATIONS
AND TRANSIT**

21

CO-ORDINATION OF TRANSPORT

RESULTS OF AN ENQUIRY ADDRESSED TO GOVERNMENTS

Series of League of Nations Publications

VIII. TRANSIT ✓
1938. VIII. 6.

INTRODUCTION

On September 1st, 1936, the Secretary-General of the League of Nations sent a circular letter and questionnaire to Governments, the text of which is reproduced below :

C.L.146.1936.VIII.

In a resolution adopted at its sixteenth ordinary session (September 1935), the Assembly of the League of Nations requested the Communications and Transit Organisation to study the situation and the measures taken to co-ordinate transport in the principal countries concerned, on the understanding that the problem of transport co-ordination should be viewed in its widest aspect — technical, economic and financial.

In pursuance of the Assembly's resolution, the Advisory and Technical Committee for Communications and Transit decided at its nineteenth session (November 1935) to instruct the Secretariat, with a view to collecting the requisite documentary material, to approach the Governments and, if necessary, the organisations with special competence in the matter, limiting its enquiry for the moment to transport by rail and road and to inland navigation.

The Advisory and Technical Committee reserved the right to take any subsequent decision on the matter after the Secretariat had submitted the result of its enquiry.

With a view to facilitating this enquiry and collecting the necessary documentary material, the Secretariat, with the assistance of specially qualified experts, defined and classified the various questions connected with the problem; the result of this work is embodied in the questionnaire attached hereto.¹ This questionnaire might serve as a guide in framing the replies, which should, as far as possible, cover the various aspects of the problem.

The Secretary-General of the League of Nations accordingly has the honour to request the Government of _____ to be good enough to forward to him the desired information, if possible before March 1st, 1937.

* * *

The Governments of the following States have replied to the questionnaire : the Union of South Africa, the Argentine Republic, Australia, Austria, Belgium, Brazil, the United Kingdom, Bulgaria, Canada, China, Czechoslovakia, Ecuador, Estonia, Finland, France, Greece, Hungary, Iceland, India, Ireland, Japan, Latvia, Liechtenstein, Lithuania, Luxemburg, Monaco, the Netherlands and the Netherlands Indies, New Zealand, Norway, Poland, Roumania, Siam, Sweden, Turkey, the Union of Soviet Socialist Republics, the United States of America, Yugoslavia.

The result of the examination of these replies is set out in the present document. The replies from the States are given after the statement of each of the questions to which they refer.

¹ The text of this questionnaire is reproduced in the following inset so as to enable the reader to refer to it while studying the document.

QUESTIONNAIRE AND INDEX

QUESTIONNAIRE RELATING TO THE SITUATION AND THE MEASURES TAKEN TO CO-ORDINATE TRANSPORT
BY RAIL, ROAD AND INLAND WATERWAYS¹

A. — REGIME APPLICABLE TO THE THREE MEANS OF TRANSPORT UNDER
CONSIDERATION

1. *Administrative Regime.*

Is transport subject to any of the following requirements or conditions :

- | | |
|---|--------|
| (a) An authorisation (either as the result of public tender or without this formality); | } 7-33 |
| (b) A licence or concession; | |
| (c) The obligation to run a regular service, whether to a fixed schedule or not, and supervision of that service; | 31-44 |
| (d) The obligation to carry passengers or goods and within what limits; | 45-56 |
| (e) Supervision of the material; | 57-68 |
| (f) A monopoly by the State or a concessionary company; | 69-77 |
| (g) A right of priority granted to one means of transport (for instance, to the railways for the running of motor-transport services); | 78-83 |
| (h) An obligation on the part of the transport undertaking to organise a joint service for some particular means of transport (for instance, in the form of a pool, etc.) ? | 84-90 |

2. *Tariffs.*

- | | |
|---|----------|
| (a) Are there any fixed tariffs and, if so, by whom are they drawn up and, if necessary, authorised ? | } 91-121 |
| (b) Is any supervision exercised over tariffs and, if so, under what conditions ? | |
| (c) Is the publication of tariffs compulsory ? | |

3. *Fiscal Regime — Taxes (Dues, etc.).*

- | | |
|--|-----------|
| (a) What are the ordinary taxes levied on transport undertakings (direct taxes, indirect taxes, social charges, etc.) ? | } 122-178 |
| (b) Are there any special taxes on public transport services ? If so, what are these taxes ? | |
| (c) Are any special taxes levied on a given means of transport (for instance, road maintenance charges, and characteristics of those charges) ? | |
| (d) Are there any special dues for the benefit of a given means of transport (for instance, on behalf of the railways) ? | |
| (e) What budgetary charges, expressed in percentages, are imposed (by the State, provinces, communes, etc.), including capital charges, in respect of the establishment and upkeep of means of communication, taking them in relation to each other and to the general budget, and what revenue, expressed in percentages, accrues (to the State, provinces, communes, etc.) from transport undertakings using these means of communication (A.3 (a) to (c)), taking these amounts in relation to each other and to the general budget ? | |

4. *Liability and Insurance.*

- | | |
|---|-----------|
| (a) How is the civil liability of the carrier in the event of an accident to passengers or damage to goods during transport fixed ? | } 179-205 |
| (b) Is the carrier required to take out an insurance policy and, if so, in what form ? | |

5. *Social Regime.*

What is the social legislation relating to the regulation of labour in the case of transport undertakings ? 206-231

B. — POSSIBLE VARIATIONS OF THE REGIME DESCRIBED UNDER A

- | | |
|--|-----------|
| 1. Does this regime depend on the length of the route and, if so, under what conditions ? Does it apply solely to transport as from a certain distance and, if so, what distance ? | } 232-255 |
| 2. Does it depend on the geographical situation of the route as compared with the existing lines of other means of transport (routes competing with existing lines, routes feeding existing lines, etc.) ? | |
| 3. Does it depend on the category or quantity of the goods carried by a given means of transport and, if so, what is this category or quantity ? Are certain goods reserved for a given means of transport ? | |
| 4. Does the regime also apply to transport for account of industrial or other undertakings effected by their own vehicles or boats ? | |
| 5. Are there any other special conditions relative to the application of this regime ? | |

C. — MEASURES TAKEN TO CO-ORDINATE THE VARIOUS MEANS OF TRANSPORT

For the replies to these questions see pages :

- | | |
|--|-----------|
| 1. Have the public authorities taken any action with a view to the rational co-ordination of transport ? If so, on what principles are these measures based ? | } 256-291 |
| 2. Have any attempts been made to distribute traffic apart from the measures adopted to ensure safety and smooth operation ? | |
| 3. Have any attempts been made, prior to administrative action, to promote agreements between the various means of transport, or has the administration taken direct action ? | |
| 4. What results have been obtained up to the present ? | |
| 5. Are there any special measures for facilitating transport co-ordination, such as : | |
| (a) Through rates for combined transport by the various means of transport under consideration and, if so, what are they ? | } |
| (b) Through tickets and waybills for these various means of transport ? | |
| (c) Special rates on certain routes covered by one means of transport with a view to procuring traffic for another means of transport (for instance, special railway rates to river ports, etc.) ? | |
| (d) Agreements in other forms between the various means of transport and, if so, on what bases ? | |

D. — MEASURES FOR PROTECTING, SAFEGUARDING AND ADAPTING MEANS OF TRANSPORT

- | | |
|--|-----------|
| 1. Are any special measures, other than, for instance, those mentioned under A.1 (f) and (g) and 3 (d) above, taken on behalf of a given means of transport ? | } 292-321 |
| 2. Are there any measures (tariffs, for instance) promoted by general considerations which are prejudicial to a given means of transport ? In such cases, is compensation given by the State and, if so, what ? | |
| 3. Are any measures taken by a means of transport (for instance, railways) with a view to adapting it to the situation created by the development of other means of transport (such as technical reorganisation, rationalisation of services, speeding-up of transport, additional facilities for users, etc.) ? | |

E. — BASIS OF THE POLICY ADOPTED

- | | |
|--|-----------|
| 1. Is this governed primarily by national economic policy, or by the desire to protect and obtain a return on the capital invested in the undertakings, or by the desire to make those investments indirectly productive ? | } 322-336 |
| 2. If the policy adopted in regard to the different means of transport or one or other of them is determined by reasons other than those set forth under E.1 above, do these relate to considerations : | |
| (a) Of a social order — the desire to combat unemployment on the one hand and to avoid dismissing staff on the other ? | |
| (b) Of national defence and security ? | } |
| (c) Of public utility in general — and, if so, what ? | |

F. — DIFFERENCE OF TREATMENT AS BETWEEN MEANS OF NATIONAL AND FOREIGN TRANSPORT

Does such a difference exist in the case of any of the three means of transport under consideration and, if so, in what form ? 337-342

G. — OBSERVATIONS ON THE POINTS RAISED BY THE QUESTIONNAIRE

Any special aspects of the problem 343-348

¹ It is understood that, where appropriate, the replies should deal with each of the three means of transport under consideration.

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**REPLIES TO THE QUESTIONNAIRE RELATING TO THE SITUATION AND THE MEASURES TAKEN TO
CO-ORDINATE TRANSPORT BY RAIL, ROAD AND INLAND WATERWAYS**

A.1 (a) *An authorisation (either as the result of public tender or without this formality);*
(b) *Licence or concession.*

A.1 (a) and (b).

	Railway	Road	Inland navigation
Union of South Africa	<p>(a) A statutory obligation to obtain the approval of Parliament to the construction of railway lines is embodied in Section 130 of the South Africa Act, 1909.</p> <p>Prior to the submission of the proposal to Parliament, it must be considered by the Railway Board, which reports upon it and advises whether the line should be constructed or not.</p> <p>(b) No licence or concession.</p>	<p>(a) Vehicles engaged in motor transport, within a declared area or along any portion of a declared transport route, are subject to the provisions of the Motor-carrier Transportation Act (No. 39 of 1930), as amended by Act No. 31 of 1932, which makes it obligatory for any person engaging in motor transport to obtain from the Board or local board, as the case may be, a certificate authorising such transport.</p> <p>(b) The certificate delivered to the motor-carrier stipulates the area or the itinerary for which he may effect or cause to effect transport, and under what conditions. Should the carrier fail to observe these conditions, he is guilty of an offence.</p>	<p>The topography of the country does not lend itself to the establishment of inland waterways, the rivers not being navigable.</p>
Argentine Republic	<p>(a) and (b) <i>Railway Law No. 2873.</i> — For the purpose of this law, the railways are divided into national and provincial. The first group comprises : (1) Railways belonging to the State ; (2) those which have been guaranteed, subsidised or authorised by the State ; (3) those which link up the capital or Federal territory with one or more provinces, and those which connect one province with another, or any part of the territory of the nation with a foreign State.</p> <p>Provincial railways are those built or authorised by the provinces within their respective territories (Articles 2, 3 and 4).</p>	<p>(a) and (b) <i>General regulations governing traffic on national roads.</i> — Vehicles intended for public transport services of passengers and goods may operate only with special permission given by the National Directorate of Road Services or by the competent local authorities.</p> <p>The National Directorate of Road Services will not give permits without having previously consulted the provincial authorities, and, where possible, preference will be given to regular services which already exist with permits issued by the competent service, and which run satisfactorily (Articles 94 and 95).</p> <p><i>Law No. 12346 on transport co-ordination.</i> — The operation of public motor-transport services</p>	<p>(a) and (b) <i>N.B.</i> — Article 101 of Railway Law No. 2873 reads : “ Until a special law on water transport has been passed, such transport shall be regulated according to those provisions of this law which are applicable to it ”.</p>

Argentine
Republic
(continued)

Railway

Road

Inland navigation

by any person or company which proposes to carry out for remuneration the transport of passengers, parcels or goods on behalf of third parties in or between national territories, or between the latter and the provinces, or between provinces, or between the latter and the Federal capital, must obtain in advance the permission of the National Commission on Transport Co-ordination.

The provinces and municipalities may regulate passengers, parcels and goods traffic on local services the terminal points of which are in their territory, irrespective of the roads used, but this cannot affect inter-provincial transport which is governed by the present law and its regulations.

In no case shall road transport undertakings be subjected to more than one jurisdiction, save for the right of municipalities to fix itineraries and to regulate traffic within their urban areas (Articles 2 and 3).

Province of Buenos Aires: Transit Law No. 4375. — Concessions for the transport of passengers shall be granted to individuals or to legally constituted companies, preference being given to co-operative societies, other conditions being equal.

The duration of the concessions shall be five years, renewable for a further five years for which the holder must send in a written request 180 days before the expiry of the first period.

In addition to the requirements of Article 46 of Law 4247, before the consent of the executive authority is asked for, it will be necessary to obtain the agreement of the cities or towns at the terminal points of the line (Articles 2, 3 and 4).

7

Transit Law No. 4247, Article 46. — Vehicles, such as omnibuses, used for the transport of persons, and those used for the regular carriage of goods, may pursue their business, firstly of picking up and setting down passengers, and secondly of goods, on the highways the subject of this law, with the previous authority of the executive authority.

**Australia:
Common-
wealth**

(a) and (b) The Commonwealth Railways are managed and controlled by the Railways Commissioner of the Commonwealth, appointed by the Governor-General. The lines belonging to the Commonwealth, the rolling-stock, wharves, stations, warehouses, buildings, property, etc., are entirely within the jurisdiction of the Commissioner. The latter authorises transport against payment of tolls, dues and other charges the amount of which is approved by the Minister in charge of the application of the law on railways, and within the conditions approved by him.

* * *

**Western
Australia**

(a) and (b) The railways are operated by the Government, subject to authorisation by Statute. One line only is operated by a private company, but it is also subject to statutory authorisation.

(a) and (b) Road-transport vehicles must be licensed; tenders are invited in special cases only, and the successful tenderer must license his vehicles.

There are no navigable waterways.

* * *

**South
Australia**

The Railways are all Government owned, managed by the Railways Commissioner under the authority of several Acts of Parliament which were consolidated in 1936.

The traffic on controlled routes in country districts is regulated by the Transport Control Board under the Road and Railway Co-ordination Acts of 1930 and 1931. All main roads leading from the country to Adelaide are controlled, but local traffic in country districts, which is not competitive with the railways, is to a large extent unrestricted. In the metropolitan area, passenger traffic is controlled by the Municipal Tramways Trust, and in all districts

Steamer traffic on the River Murray is subject to regulation with respect to wharfage charges, etc., by the South Australian Harbours Board.

	Railway	Road	Inland navigation
Australia (continued) South Australia (continued)	(a) and (b) Railways are constructed and worked under the authority of Parliament. There is one private isolated railway on Eyre Peninsula which works under a private Act of Parliament.	both passenger and goods vehicles are, to some extent, under the jurisdiction of municipal corporations and district councils. (a) and (b) Transport of goods and passengers for hire by road is authorised by the Transport Control Board, and in other cases by licences either from the local governing bodies or the municipal corporation. In the metropolitan area, passenger buses are specially licensed and run by the Municipal Tramways Trust, who can thus prevent competition with the tramways.	(a) and (b) Steamers trading on the River Murray must be registered under the Commonwealth Navigation Act and pay wharfage rates, but otherwise there is no regulation of their time-table or their charges.
New South Wales	(a) Management and operation of the New South Wales Government railway system is by the Commissioner for Railways, who derives his authority from the Government Railways Act, 1912-1934. The Act provides that the Railway Commissioner for New South Wales shall be a body corporate with perpetual succession and a common seal. It might be mentioned that there is a small mileage of private railways, the construction and operation of which are vested in the controlling company by Act of Parliament, but the mileage is so small that it can be ignored so far as this questionnaire is concerned. (b) Having invested in him the authority mentioned in paragraph (a), the Commissioner for Railways is not required to obtain a licence or concession to operate.	* * * (a) and (b) Every motor vehicle used for the carriage of goods or/and passengers for hire or reward or in the course of trade or business must be licensed by the Commissioner for Road Transport and Tramways as a public motor vehicle. Every motor-omnibus used in the Sydney or Newcastle metropolitan areas may be operated only in accordance with a service licence issued by the Commissioner (in addition to being licensed as provided in the paragraph above). Motor-omnibuses operating outside the Sydney and Newcastle areas must be licensed by the appropriate local authority, in addition to being licensed as mentioned above. A taxi-cab plying for hire in the Sydney and Newcastle areas must be licensed as such by the Commissioner for Road Transport and Tramways. Outside the Sydney and Newcastle areas, in addition to being licensed as mentioned in the first paragraph above, a taxi-cab plying for hire must be licensed by the appropriate local authority.	"Transport", unless otherwise stated, refers only to the conveyance by water of passengers or goods for payment. (a) Transport of passengers is subject to the vessel having a certificate of survey and the master and engineer having certificates of competency. (b) Transport of goods is subject to the master and engineer of the vessel having certificates of competency.

Tramways. — (a) and (b) Tramways in Sydney and Newcastle (capital and next largest city in the State respectively) are State owned and operated by a State authority pursuant to the Transport Act 1930, which confers an exclusive right of operation. Outside Sydney and Newcastle, tramways may be operated by private companies under statutory authority, but none is operated at present. The administrative authority is the Commissioner for Road Transport and Tramways.

There is no statutory obligation upon the Commissioner to run a specific or regular service, but, once having published passenger service time-tables, the Commissioner regards himself as being bound to ensure that, as far as lies within his power, trams shall run at times and on the days prescribed.

Goods vehicles operating for hire in the Sydney and Newcastle areas must be licensed as motor-vans (in addition to being licensed as mentioned above).

* * *

Queensland

(a) and (b) The Railways of Queensland are owned by the State; they are operated by the Queensland Government and controlled by the Commissioner for Railways, who is responsible to the Minister for Transport. The traffic is mostly low-grade, and upwards of 80% comprises coal, coke, minerals, timber, firewood, wheat, agricultural products, fruit, sugar-cane and raw sugar.

(a) and (b) Motor transport is privately owned and operated. In June 1936, the motor vehicle registration in Queensland amounted to approximately 100,000. Of these, over 30,000 were commercial vehicles, of which 292 passenger and 215 goods vehicles were subject to special licence on account of competition with the railways or municipal tramways, or in respect of passenger services and operating within traffic districts.

There is no inland navigation.

It is necessary for goods vehicles operating for distances in excess of 15 miles in competition with the railways, and carrying other than exempt products, to obtain a licence from the State Transport Board.

Australia (continued): Queensland (continued)	Railway	Road	Inland navigation
		Exemptions for goods motor transport are granted either by legislation or by the Board.	
		<i>Exemptions granted by legislation.</i> — Crown and local authority vehicles.	
		Vehicles used solely for the carriage of perishable products such as milk, cream, fresh meat, fresh fish, fruit and vegetables.	
		Vehicles used solely for the conveyance of goods for the use of the owner of the vehicle and which are not intended for sale and for the carriage of which no consideration is given or received.	
		Vehicles exempted on the forward journey which do not carry goods on the return journey which are intended for sale and for which hire or reward is given or received.	
		<i>Note.</i> — The carriage of passengers on the return journey cancels the exemption granted in respect of the forward journey.	
		Vehicles used solely on services not in competition with railways or other existing transport facilities.	
		Vehicles used for the conveyance of goods to the nearest railway or tramway loading-point with suitable facilities.	
		Motor-cabs, taxis, etc., which are used for an occasional trip upon a traffic route.	
		Vehicles used for the carriage of persons for family or charitable purposes, or, if permitted by the Registrar, for public or like purposes, provided that the persons are carried without hire or reward, and provided that the carriage of a sporting body shall not be regarded as a public purpose.	
		Vehicles used for the conveyance of persons in districts where there is neither suitable	

train service nor registered heavy vehicle available.

Exemptions granted by the Board. — Vehicles used for the carriage of firewood or fertilisers.

Bakers' vehicles delivering bread to customers direct.

Vehicles conveying pigs, calves, poultry and lambs up to 25 miles.

Vehicles engaged in bottle collection.

Vehicles used for the delivery of newspapers, when suitable train services are no available.

Vehicles which do not carry goods for a greater distance than 15 miles on a traffic route.

Note. — A vehicle may convey passengers or goods for any distance in the direction of a railway line without fee, and for 15 miles along a traffic route without fee, but should the distance along the traffic route exceed 15 miles, fees would become payable.

Limbless and tuberculous soldiers and drivers of ambulance vehicles are exempt from motor-vehicle operator's fees.

Where there is no suitable train service and where co-ordinated rail and motor services exist, each case is considered on its merits.

All private motor-cars are exempt.

Vehicles used for the carriage on the Ipswich road of bricks and pipes up to 25 miles.

Vehicles carrying lambs from Brookstead, Pittsworth and Cecil Plains to Brisbane markets.

	Railway	Road	Inland navigation
Australia (continued): Queensland (continued)		<p>Vehicles carrying pigs and calves from Atherton Tableland to Cairns via Gillies Highway until December 31st, 1936.</p> <p><i>Concessions granted by the Board.</i></p> <p>Vehicles carrying pigs and calves from areas adjacent to Pacific Highway over 25 miles but not more than 40 miles from Brisbane are assessed at one-third old heavy vehicle power-weight-load rates.</p> <p>Vehicles used by hawkers, and vehicles used by manufacturers to deliver their own manufactures to customers direct within a radius of 30 miles from their premises are assessed at a rate of either 50% or 20% of the heavy vehicles power-weight-load fees, together with an amount of £5.</p> <p>Vehicles which are used for less than 500 miles a week are assessed at a reduced fee.</p> <p>Vehicles owned by oil companies and used as tank wagons are assessed at a reduced rate, and the tonnage carried from the "A" installation back in the direction from which it has been brought by rail is allowed as a set off against the tonnage carried forward.</p> <p>The carriage of furniture is permitted for distances up to 70 miles without heavy-vehicle registration on payment of a permit fee of 2d. per ton-mile.</p> <p>Passenger vehicles in traffic districts, which comprise the main centres of the population of the State, must also obtain a licence from the State</p>	

Transport Board, irrespective of the distance of the route. Licences are issued for twelve months and are renewable and may be transferred with the authority of the State Transport Board.

* * *

Tasmania

(a) and (b) Railways are authorised by Act of Parliament.

(a) and (b) The Transport Committee controls the licensing of public vehicles. This Committee considers and determines all licences for public vehicles (vehicles used for the carrying of persons or goods against reward of any kind).

(a) and (b) Inland navigation service is not subject to any control.

The Committee is composed of the Commissioner of Railways, Commissioner of Police, Director of Public Works, a representative of the Municipal Association and a person nominated by organisations representative of the users of motor vehicles.

In examining requests for licence for public vehicles, the Committee :

Determines, in respect of any particular licence or group of licences, what special conditions, if any, shall be imposed ;

Recommends the traffic areas to be prescribed for the purposes of the Act ;

Determines, where the Committee thinks it desirable to do so, the maximum or minimum fares, freights or charges to be allowed in respect of any service to be provided under any particular licence or group of licences ;

Advises the Governor on all matters relating to the internal transport of the State, and to traffic generally.

In the exercise of its functions under the Act, the statute provides that the Committee shall

	Railway	Road	Inland navigation
Australia (continued): Tasmania (continued)		<p>consider all such matters that it may think necessary or desirable for giving effect to the provisions of the Act, and in particular shall have regard to :</p> <p>The suitability of the routes on which a service may be provided under the licence ;</p> <p>The extent, if any, to which the needs of the proposed routes, traffic areas or district, or any of them, are already adequately served ;</p> <p>The extent to which the proposed service is necessary or desirable in the public interest ;</p> <p>The needs of the district, traffic area, or locality as a whole in relation to traffic (including provision of adequate, suitable and efficient services; the elimination of unnecessary services and the provision of unremunerative services) and the co-ordination of all forms of transport, including transport by rail ;</p> <p>The condition of the roads to be traversed with regard to their capacity to carry proposed public vehicular traffic without unreasonable damage to such roads ;</p> <p>The suitability and fitness of the applicant to hold licence applied for.</p> <p style="text-align: center;">* * *</p>	
Victoria	(a) and (b) The Railways of Victoria are State owned ; they are constructed under authority of Acts of Parliament and their management is vested in a Board of Commissioners appointed by the Government.	(a) and (b) Privately owned commercial motor vehicles for the carriage of passengers : For reward at separate and distinct fares for each passenger, or For the carriage of goods for hire or reward or in the course of trade, are controlled under a licensing system prescribed by Statute (Transport Regulation Acts).	Inland navigation is of a relatively negligible importance, and need scarcely be taken into consideration in any study of the available facilities.

In so far as the carriage of passengers is concerned, the granting of a licence is subject to considerations of necessity or convenience; as regards the transport of goods, vehicles operating within certain limits are licensed automatically, so long as their operations are confined to such limits. The most important of these limits are the following :

Solely within a radius of 25 miles from the chief post offices at Melbourne, Ballarat, Bendigo or Geelong — *i.e.*, the main urban centres in the State ;

Within a radius of 20 miles of the place of business of the owner of the vehicle in other parts of the State ;

Carrying solely the goods of the owner in the course of trade. (*Note.* — A vehicle owned by any person engaged in business and used by such person solely for carrying the goods of such owner in the course of trade may so carry anywhere in the State without restriction as to routes or area. All of the conditions requiring conformity with the industrial code, hours of driving, speed-limits, load-limits, etc., must of course be complied with) ;

Used solely to carry certain prescribed commodities — *e.g.*, berries and other soft fruits, market-garden and orchard produce, ice, ice-cream, milk, cream, eggs, meat, fish, flowers, household furniture, live-stock, samples of goods for exhibition and not for sale.

Before a carrier of goods can engage in operations beyond the "exempted" spheres defined above, a licence of necessity or convenience must be obtained.

	Railway	Road	Inland navigation
Australia (continued) : Victoria (continued)		<p>In determining applications for "discretionary" licences, whether for passenger or goods services, the Statute requires, <i>inter alia</i>, that the following considerations will be taken into account :</p> <p>The existing transport service upon the routes or within the area proposed to be served in relation to —</p> <p>its present adequacy and probabilities of improvement to meet all reasonable public demands ;</p> <p>the effect upon such existing service of the service proposed to be provided.</p> <p>The Board appointed to administer the provisions of the law regulating transport has quasi-judicial powers to grant or refuse applications for licences. It is obliged to take evidence in public and to hear interested persons who object to the granting of any application.</p>	
Austria	(a) and (b) The construction and operation of a public railway,	motor services for the transport of passengers or goods, and commercial motor-transport undertakings not serving a regular route (but, for example, in the case of passenger transport, hiring out vehicles by separate seats or plying for hire in public places),	and commercial steam or motor navigation,
	are subject to an authorisation described, in the relevant laws, as a "concession" or "licence" ("Genehmigung"), according to the strictness of the administrative procedure to which the grant of such authorisation is subject, and the obligations imposed upon the respective undertakings. An authorisation is never granted as the result of public tender.		
Belgium ¹	(a) and (b) All rail transport (main railways, local railways and tramways), as well as trolley-buses, are subject to a concession.	(a) and (b) For the transport of goods by road by means of motor vehicles, a simple authorisation is sufficient. For the transport of persons by road by means	(a) and (b) No information.

¹ The reply from Belgium covers only services under the jurisdiction of the Ministry of Transports.

of public autobus or autocar services, an authorisation is granted subject to preliminary public tender, except in certain cases defined in the law.

Brazil

The Constitution of the Republic stipulates that : " It is the exclusive right of the Union :

" To operate or to grant a concession for . . . the operation of railways directly connecting seaports with the national frontiers and crossing the boundaries of a State ;

" To draw up a national plan for a system of railways and highways, and to regulate inter-State road traffic."

In accordance with this last provision :

The plan for a railway system has been drawn up and approved, and regulations for inter-State road traffic are now under consideration.

(a) and (b) The Brazilian railways are operated under three different regimes :

Direct administration by the Federal Government or by the State Governments ;

Lease ;

Concession.

In the first case, the public authorities (Federal or State) directly administer the railways belonging to them.

In the second case (lease), railways belonging to the Union or to the States are operated by private concerns under conditions fixed by contract.

In the case of concession, private organisations are granted, by a contract with the Union or with the States, the right of constructing and operating railway lines of public utility.

In many cases, companies holding concessions obtained from the public authorities from the start, under the terms of their concessions, certain financial advantages — *i.e.*, a guarantee of profit, limited, however, as to duration and as to the amount of the annual profits, and a kilometric subsidy whose maximum rate is fixed in the contract.

There exists another form of administrative regime for the Brazilian railways : railways belonging to the Union Government are leased to State Governments by means of contracts authorised by the National Congress.

(a) and (b) The highways of Brazil, constructed by the public authorities (Federal, State or municipal), are freely open to traffic, and road transport is not subject to any of the restrictions listed under this heading (A.1 (a) to (h)). However, the State of São Paulo has regulated inter-urban traffic, but only as regards the collective transport of passengers by motor-bus. This regulation stipulates the conditions which an undertaking wishing to operate such service is required to fulfil.

(a) and (b) Some inland navigation concerns affiliated to the Contadoria Central Ferroviaria (Central Railway Accounting Office) are subject to its statutes, which have been approved by the Federal Government and contain provisions governing reciprocal traffic between the transport concerns affiliated to the Office.

There are other inland navigation services operating private lines which are not subject to a concession or contract or to supervision. Finally, there are those which are operated under contracts concluded with the Governments of the Union or the States ; the undertakings concerned are required to run a regular service, and must divide the available space so as to provide goods and passenger transport according to the size of each vessel ; in addition, the Government supervises the equipment.

	Railway		Road		Inland navigation
Brazil (continued)	At the present time, there is a marked tendency for railway services to be operated by the public authorities, as is clearly shown in the following statistics expressed in terms of kilometres :				
Railways worked by the Federal Government and by State Governments	1920	%	1935	%	
	9,708	34	21,197	63.6	
Railways leased to private concerns	8,284	29	2,493	7.5	
Railways under concession to private concerns	10,564	37	9,621	28.9	
Total	28,556	100	33,311	100	

United Kingdom

Note. — Commercial road vehicles are divided into different categories to which different conditions apply.

Public passenger vehicles (public service vehicles) are divided into stage, express and contract carriages. The first two are those which carry passengers at separate fares (the dividing-line between them is the minimum fare charged), while a contract carriage is one which is hired as a whole.

Goods vehicles are also divided into three classes according as they are operated under "A", "B" or "C" carrier's licences. An

"A", or public carrier's, licence authorises the vehicles specified on it to be used for carrying goods for hire or reward (or in connection with the owner's business as a carrier) but for no other purpose. A "B", or limited carrier's, licence enables the vehicle to be used both to carry goods for hire or reward and in connection with the owner's business whatever that may be. A "C", or private carrier's, licence only allows the vehicle to be used in connection with the owner's business, and not to carry goods for hire or reward.

A special position as to passenger vehicles exists in London, owing to the setting-up of the London Passenger Transport Board. Taxi-cabs and small private hire cars are licensed by local authorities.

(a) and (b) Authorisation to construct and operate a railway must be obtained by special Act of Parliament or by Orders made by the Minister of Transport under the Railways Act, 1921, or the Light Railways Acts, which have the effect of an Act of Parliament.

Authorisation to construct and operate tramway and trolley lines must be obtained by special Act of Parliament or by a Provisional Order made by the Minister of Transport and confirmed by Parliament.

(a) An authorisation is not necessary, except that a local authority requires a special authorisation from Parliament to carry on any undertaking which is outside the general powers and duties of such a body. A number of local authorities have been given special powers to operate road passenger services.

(b) Passenger services. — Both the vehicles and the services on which they are operated have to be licensed by the Traffic Commissioners set up under Part IV of the Road Traffic Act, 1930.

Goods services. — Goods vehicles have to be licensed by the Traffic Area Licensing Authorities under the Road and Rail Traffic Act, 1933. The licensing authority in each area is the Chairman of the Traffic Commissioners for that area.

(a) and (b) For the construction of canals, authorisation must be obtained by special Act of Parliament.

	Railway	Road	Inland navigation
Bulgaria	(a) Railways are constructed and operated by the State. (b) No licence or concession.	(a) and (b) Simple authorisation.	(a) and (b) No information available.
Canada	(a) An authorisation from the Board of Railway Commissioners for Canada is required; it is drawn up in the form of a charter. (b) A licence must be obtained from the Ministry of Railways for the operation of private railways.	(a) and (b) An authorisation from the Minister of Highways of the various provinces is required; it is given in the form of a licence. (b) Concession is more common.	(a) and (b) No authorisation is necessary. Nevertheless, it is subject to the recording, registering or licensing of vessels under the provisions of the Canada Shipping Act, Part I. (b) A licence and not a concession.
China	(a) All railways in China are under the supervision of the Ministry of Railways. Plans for the construction of State railways are drawn up by this Ministry. The construction of other lines, either by private or by public initiative, must be authorised by this Ministry. The system of public tenders does not exist. (b) A licence must be obtained from the Ministry of Railways for the operation of private railways.	(a) Road transport is subject to an authorisation as a result of public tender, except in the case of Government enterprises. (b) Concession is more common.	(a) All shipping undertakings must be authorised under the Regulations for the Registration of Shipping Undertakings. An undertaking must apply for registration to the Shipping Department, which transmits the application to the Ministry of Communications. The latter grants its authorisation by issuing a shipping licence without the formality of public tender. (b) A licence and not a concession.
Ecuador	(a) Public tender for railways and electric tramways. (b) Licences or concessions are granted for a limited period, which may be extended in the public interest.	(a) Simple authorisation for road vehicles. (b) Licences or concessions are granted for a limited period, which may be extended in the public interest.	(a) Simple authorisation for river craft. (b) Licences or concessions are granted for a limited period, which may be extended in the public interest.
Estonia	(a) and (b) No authorisation.	(a) and (b) An authorisation is necessary for the carriage of passengers and goods by motor vehicles for commercial purposes.	(a) and (b) Simple authorisation.
United States of America	(a) and (b) Generally, authority to perform transport services by railroad has been obtained by common carriers in the past, in each instance, from the particular State under which the carrier was incorporated, although a few Federal	(a) and (b) The transport by motor vehicles in either inter-State or foreign commerce, where the operation includes transport from one State to another, cannot be engaged in except where the Commission either issues a certificate to	(a) and (b) However, the Commission does not possess similar authority in connection with transport by water.

charters pertaining to transport by rail are in existence; but, at the present time, common carriers by railroad, in inter-State commerce, cannot either increase or diminish their lines, or operation thereof, unless authorised to do so by the Inter-State Commerce Commission.

a common carrier by motor vehicle or a permit to a contract carrier by motor vehicle.

Finland

(a) No authorisation.

(b) Private railways have a licence.

(a) No authorisation.

(b) Regular motor vehicle services running to a time-table, including both town motor-bus services and services between different localities, are carried on under licences or concessions. The authorities may refuse these licences if the contemplated service is unnecessary because of existing communications. On the other hand, road licences for vehicles plying for hire belong by their nature to the category of licences issued in the ordinary way, which the authorities must grant whenever the necessary formalities are complied with.

(a) and (b) The exercise of navigation is an open occupation, which every citizen of Finland has the right to follow without special permission, provided that he has informed the competent authorities of his intention of following this trade (Law of September 27th, 1919, on the exercise of trades). The law prescribes that the partners personally responsible in a limited partnership must be Finnish citizens domiciled in Finland, and for a joint-stock company, that its seat must be in the country and that the management must be in the hands of Finnish citizens.

France

(a) The establishment of a railway requires a declaration of its public utility, which is preceded by an enquiry. In the case of a main railway, the declaration of public utility takes the form of a law if the length of the railway is more than 20 kilometres, and otherwise of a decree of the Council of State, provided the State is not financially committed. In the case of local lines and tramways, the declaration is made by a decree of the Council of State if the undertaking is not subsidised by the State. In all cases, the State can only be financially committed by a law.

(b) The most common regime in the case of railways is that of a concession, granted by the State for main lines, and by the departments and communes for local lines and tramways. Each concession is governed by provisions contained in an agreement concluded between the grantor and the grantee of the concession, including, in

(a) Public and private road transport were free until April 19th, 1934, when a legislative decree prohibited the introduction of new public services pending the preparation, and approval by the Minister of Public Works, of departmental and regional agreements co-ordinating the various existing forms of transport. After such approval has been given, no new public service may be set up without the authority of the Minister of Public Works, to be granted after investigation by the Co-ordinating Committee. All existing services must be reported henceforward.

(b) The above-mentioned Decree of April 19th, 1934, provides for a licence regime (in the case of passengers, a ministerial decree approving the plan for transport; in the case of goods, a public transport card defining the conditions of transport).

(a) and (b) In principle, inland water transport is free, subject to the regulations and co-ordinating agreements governing such traffic. An exception is made in the case of "regular navigation", which is subject to an authorisation (Articles 13 and 14 of the Decree of February 6th, 1932, as amended by the Decree of March 31st, 1934). "Regular navigation" is deemed to be such navigation as provides a regular goods transport service available to the public. Authorisation is given by a decree of the Council of State after investigation, subject to the conditions stated under (c) and (d) (see pages 39 and 51).

France (continued)	Railway	Road	Inland navigation
	<p>particular, financial clauses and a contract ("cahier des charges") containing clauses dealing with construction, upkeep, tariffs, termination of contract, etc.</p> <p>In addition to systems operated under concession, there are also systems managed by the State or other public bodies. Thus, among the main railways, two important systems have not been conceded — viz., the State ("Etat") railway (including the old system purchased from the <i>Ouest</i> Company) and the Alsace and Lorraine system. They are now financially independent, however, and are contracting parties to the Convention of June 28th, 1921 (approved by the Law of October 29th, 1921), and the Agreement of July 6th, 1933 (approved by the Law of July 8th, 1933), which determined the present regime of the seven important main railways. The cost of their administration, which was, until 1921, defrayed out of the State budget, is now entirely met out of the common fund for the main lines which was set up under the 1921 Convention.</p> <p>There are, in addition, a certain number of lines operated directly by public bodies under State supervision (main line from St. Georges-de-Commiers to La Mure, and numerous local lines and tramways).</p> <p>At present, the main instruments governing concessions are :</p> <p style="padding-left: 2em;">In the case of the main railways systems, as stated above, the Convention of June 28th, 1921, approved by the Law of October 29th, 1921, and the Agreement of July 6th, 1933, approved by the Law of July 8th, 1933 ;</p> <p style="padding-left: 2em;">In the case of local lines, the Law of July 31st, 1913.</p>	<p>A certain number of services are subsidised by public bodies interested in their running.</p>	

Greece

(a) There are three railway systems : the State Railway (C.E.H.), which is a special form of undertaking described as "an autonomous body corporate in public law", and two other systems belonging to independent companies. The State has ceded its operating rights to these companies for a limited period, while reserving its right to inspect material, authorise tariffs, etc.

(b) In the case of the C.E.H., a licence as stated above ; in the case of the other railways, a concession.

(a) A simple authorisation in the case of motor vehicles.

(b) A concession in the case of motor vehicles.

Greece has no inland navigation.

Hungary

(a) and (b) In Hungary, railways may not be constructed without a concession. In the case of the principal railways, the concession is granted by means of a law ; in the case of local railways, usually by an authorisation from the head of the State (the Ministry) ; and in the case of railways of secondary importance, as a rule by the Minister for Commerce and Communications.

(a) and (b) As regards motor transport carried on as a trade for remuneration — *i.e.*, public transport — the licence is granted by the Minister for Commerce and Communications.

(a) and (b) A licence is also required for transport by inland waterways. This licence may be granted by the Minister for Commerce and Communications.

India

(a) and (b) Railways, whether State or otherwise, are constructed under the authority of the State and their operation is governed by various statutes.

(a) and (b) Road transport (by which is presumably meant mechanical road transport for hire or reward) is governed by a licence granted by provincial or State Governments. Private transport of goods by road in motor vehicles is generally covered only to the extent of the registration of the vehicle. Proposals are under consideration to render more effective the control of mechanical transport for hire and reward and the use of such transport for the private carriage of goods.

(a) and (b) Ferry services are usually let by public auction and motor-boats and steam-vessels are licensed. There is generally no restriction on the use of private boats for the carriage of goods.

Ireland

(a) and (b) The construction of any line of railway for public transport requires the prior authorisation of Parliament. The existing main lines of railway and the greater number of branch lines were constructed under authority of private Acts of Parliament — *i.e.*, Acts promoted by the private interests concerned. Some light railways of relatively short distance

(a) and (b) Under the Road Transport Acts, 1932/33, road transport either for passengers or goods may be operated only under licences granted by the Minister for Industry and Commerce.

(a) and (b) Canals have been constructed under authority of private Acts of Parliament, and, apart from a somewhat similar obligation to that of railway companies as regards carriage, canal companies are not subject, on the administrative side, to any special obligations.

	Railway	Road	Inland navigation
Ireland (continued)	and a few local branches of existing lines were constructed under a general Parliamentary authorisation, and in most of these cases financial assistance towards the railway development was given by the State and/or local authority, subject usually to the obligation to run a certain service of trains.		
Iceland	The only question that arises is that of transport by road with motor-cars, as there exist neither railways nor rivers suited for sailing nor ship-canal.	(a) and (b) There are no restrictions on the transport of goods.	
Japan	(a) In general, the railways are nationalised and the department concerned builds railways and runs them; but local railways, which serve only small districts, are sometimes built and run by local public bodies, or by companies. (b) As regards the latter class of railways, the public bodies or companies concerned must apply for a licence to the Minister of Railways, who exercises a control over them. <i>Tramways.</i> — See under " Road ".	(a) and (b) Any person wishing to build and run a tramway or to establish a regular bus service on a certain road must obtain the requisite licences from the Minister of Home Affairs and the Minister of Railways.	(a) and (b) There are no unified regulations laid down by the Government. Transport by inland navigation, therefore, is controlled by the regulations of the prefectures concerned; apart from certain exceptional cases, authorisation is required for this form of transport.
Latvia	(a) and (b) There is a special law governing public transport by rail. A special law is also necessary for the construction of State Railways, and legislation is required for the granting of concessions for the construction of private railways.	(a) and (b) No authorisation or concession is necessary for occasional transports by road. Regular motor-omnibus services, however, require a concession or authorisation from the Minister for Communications, such concessions and authorisations being issued for six years and one year respectively.	(a) and (b) No special authorisation or concession is necessary for transport by boats or barges or for the floating of timber on inland waterways in Latvia. All that is required is that the Maritime Department of the Ministry of Finance should be notified.

Liechtenstein For the territory of the Principality of Liechtenstein, only road transport comes under consideration. The railway which runs through the country — the Austrian Federal Railway is — governed by Austrian regulations. No inland navigation exists (Letter from the Government of Liechtenstein, dated March 11th, 1937.)

Lithuania (a) and (b) No information.

(a) and (b) *Goods transport.* — This is subject to a system of licences.

Passenger transport. — Internal communications are regulated by the highways authority under a system of licences or concessions.

Luxemburg

General remarks. — The following information relates to transport by normal-gauge railways. Apart from these, there also exists a metre-gauge system operated by the State, but this is of purely domestic interest, and can be disregarded for the purposes of this enquiry.

(a) Under the terms of the constitution, the creation of a railway profiting the State cannot be decreed except by means of legislation *ad hoc*. A special law is required to authorise the Government either to build a railway which is to benefit the State, or to arrange with private persons to grant them the working of a railway for a specified period.

(b) The normal-gauge railways are subject to the concessionary regime.

The Guillaume-Luxemburg system is not operated by the company holding the concession, but by a lessee — the board of directors of the Alsace-Lorraine Railways — approved by the company and the Government under the terms of a special agreement. The Prince-Henri system is operated by the company holding the concession — viz., the *Société Anonyme des Chemins de Fer Prince-Henri*.

(a) The transport of goods is not subject to an authorisation, but a concession is granted by the Government for the operation of motor-omnibus services for the public transport of passengers and postal packets.

(b) Concessions are granted by the Government to transport undertakings, either by private contract or as the result of public tender.

Very little use is made of this means of transport, and that in the form of rowing-boats on the Sûre, which is navigable for a distance of 60 kilometres. There is more traffic on the Moselle, on which rowing-boats and pleasure-boats are to be seen, and also, during six months of the year, barges up to 60 tons.

Monaco

Transport is not subject to any special rules, except that transport undertakings are required to obtain a licence. Railway transport, however, which is in the hands of the French P.-L.-M. Company, is subject to the French regulations.

	Railway	Road	Inland navigation
Norway	<p>(a) Public railways cannot be opened to traffic without the previous authorisation of the authority appointed by the Crown.</p> <p>(b) Public railways which are not to be operated by the State cannot be opened to traffic unless a concession has been granted for the purpose. Such a concession is granted by the Crown.</p>	<p>(a) and (b) For the commercial transport of passengers or goods by motor vehicles providing regular services, or running with a regularity equivalent to a regular service, on specified routes, Article 21 of the Law of February 20th, 1926, on Motor Vehicles, with subsequent amendments, prescribes an authorisation from the Ministry of Labour if the journeys take place between two or more provinces or in competition with other public transport services, and in other cases an authorisation from the Provincial Directorate of Roads (which consists of the Governor of the province and of the Presidents of two cantons of the province appointed by the Provincial Assembly). For the commercial transport of passengers or goods without regular services, the Ministry of Labour may enact whatever restrictions and regulations it considers necessary, and may also decide that such transport should be subject to authorisation. These restrictions may not be established for the country as a whole, however; they may be imposed only where they are judged necessary — for example, on a specified road or within a specified district. In towns, the municipality may decide that persons wishing to carry on the commercial transport of passengers or goods must obtain a police authorisation. In the case of vehicles whose owners wish to ply for hire from a given spot to markets, squares or streets (taxis and cabs), the police headquarters decide whether police authorisation is necessary. This rule applies to drivers both of motor vehicles and of horse-drawn vehicles (<i>cf.</i> Laws of May 26th, 1866, paragraph 2 (c), June 17th, 1869, May 28th, 1881, and June 6th, 1891).</p>	<p>Traffic on navigable waterways (in particular, two rivers canalised for 150 and 75 kilometres respectively, and the inland lakes) is now only of secondary importance and of a more or less seasonal character. It has a tendency to decrease, chiefly owing to the development of motor transport.</p>

New Zealand

- (a) No authorisation.
(b) No licences or concessions.
The Railways are State owned.

- (a) No authorisation.
(b) *Taxis*. — Licences are issued by the local municipalities.

Town-carriers. — As with taxis.

Carriers outside town limits and omnibus and service-car services. — Machinery is provided under the Transport Licensing Act for the issue of licences to services considered necessary or desirable. Applications for licences are made to the Transport Department, the Minister of which has appointed transport licensing authorities to consider the applications.

There is none of any economic significance.

Netherlands :

Home Territory

- (a) and (b) A concession is required to operate a railway.

- (a) and (b) *Motor-coaches*. — An authorisation is necessary for regular lines.

Lorries. — No authorisation, licence or concession is required.

- (a) and (b) *Regular lines*. — No authorisation, licence or concession is required.

Free navigation. — Transport is governed by the Freight Commissions set up to combat the depression.

* * *

Netherlands Indies

- (a) and (b) A distinction must be made between :

- (1) State Railways constructed and operated by the State ;
- (2) Private railways and tramways constructed and operated by the Government (in the case of railways and rural tramways) or of the municipality (urban tramways).

- (a) and (b) *Public motor-omnibuses*. — An authorisation is required.

Public motor-cars. — Public motor-cars are subject to the following rules : No authorisation is necessary except in the case of a few routes outside towns or communes where the supply of means of transport is so large as to cause great economic difficulties.

Public lorries. — Public lorries whose total authorised weight exceeds 2,000 kilogrammes, and public motor-omnibuses so constructed as to permit of the transport of over 1,000 kilogrammes of goods, require an authorisation for the carriage of goods over routes on which one or more transport undertakings run a regular service and on which the supply of means of transport is so ample as to cause serious economic difficulties. On these routes, lorries are subject to the same obligations as public motor-omnibuses, except as regards the fixed schedule.

Inland navigation is unimportant.

Poland	Railway	Road	Inland navigation
	<p>The greater part of the Polish railway system is owned by the State Treasury. The management of the State Railways and of private railways open to public traffic and managed by the State is in the hands of a Government undertaking known as "the Polish State Railways", which is run on business lines, special consideration being given to national requirements and the interests of the business community. This concern operates all the State Railway lines and a number of the above private railway lines for the concession holders' account. When it was founded in 1926, the Polish State Railways Company took over the trusteeship and exploitation of all the immovable assets of the State Railways, whereas the movable assets intended for the use of the State Railways, together with all the cash balances and stocks of materials, became the property of the Company.</p> <p>The Polish State Railways are under the direct administration of the Minister of Communications, assisted by the Ministry of Communications, the Directors of the State Railways, the State Railway District Administrations subordinate to the latter and the Central Offices of the Polish State Railways.</p> <p>The Polish State Railways meet all their expenditure out of their own revenue and funds and operate the system on the basis of annual budgets and economic and financial plans. The net profit earned by the Polish State Railways is merged in the State budget. This profit is struck after deducting from the aggregate operating revenue : (a) all operating costs ; (b) interest and sinking-fund charges on loans and obligations which are a charge on the property of the State Treasury, handed over to the trusteeship and use, or to the ownership,</p>		

of the Polish State Railways ; (c) payments and guarantees in respect of the operation of railway lines not owned by the State Treasury ; (d) deductions from, and payments to, special funds.

In addition, the Polish State Railways themselves operate several motor-omnibus lines.

In addition to the State Railway lines, Poland has a comparatively small number of private railway lines open to public traffic, which are either managed and operated by the proprietors or, as above stated, by the Polish State Railways.

(a) and (b) The building and operating of private railways open to public traffic require a concession, which is granted either by the President of the Republic, in the case of railways of general importance (Law of 1921), or by the Minister of Communications, in the case of railways of local importance (Law of 1932).

(a) and (b) The concession system was introduced in the case of the commercial transport of goods and passengers by mechanical means, chiefly in order to modernise the stock of motor vehicles suitable for the business and transport requirements of the population, apportion the field of operation among the various motor-transport concerns, and co-ordinate motor-transport services with other means of communication, more particularly the railways.

(a) and (b) Commercial transport on inland waterways is open to any person and does not require a concession ; there are, however, regulations restricting such transport from the standpoint of safety of navigation.

Roumania

(a) No special authorisation is required, as all services are governed by the Transport Regulations.

(a) and (b) No information available.

(a) The transport of passengers and goods on the navigable channel of the Danube is subject to the provisions of the Danube Statute of 1921. The transport of imports into, and exports from, Roumania is therefore entirely free. Transport between Roumanian ports is subject to an authorisation in accordance with the provisions of the said statute.

As regards inland navigation proper, transport is restricted to Roumanian bottoms ; in certain exceptional cases, and subject to special authorisation, transport may be effected in ships flying a foreign flag.

(b) Railways are either State or privately owned. In the latter case, a concession must be granted by the State in accordance with the law concerning privately owned railways.

(b) Authorisations are granted, but not concessions.

	Railway	Road	Inland navigation
Siam	(a) and (b) Concession required for private railways.	(a) and (b) Licence required; concession required only in case of concession highways.	(a) and (b) Licence required.
Sweden	<p>(a) The Swedish railway traffic includes passenger traffic and goods traffic, and is carried out by the State and private railways.</p> <p>(b) The State Railways are operated by the State itself; the private railways are granted a concession by the King in Council.</p>	<p>(a) The transport traffic by motor-car includes passenger and goods traffic, and may be divided into private and professional traffic. For regular traffic of the latter category, a concession is granted by the provincial administration. For occasional traffic (urban and provincial), an authorisation is granted for urban traffic by the competent urban police authority; and for provincial traffic, by the provincial administration.</p> <p>(b) In order to drive motor vehicles in general, a driver's licence is required; the driver of a motor-car used in professional traffic must have a special permit (traffic licence), which is generally applicable both in respect of time and traffic districts.</p>	<p>(a) and (b) Navigation may be divided into regular and occasional traffic (tramp traffic, according to requirements). The boundary between these two divisions is, however, somewhat vague. Navigation is a free industry, and no authority is required for carrying on a shipping business or for calling at ports.</p> <p>Vessels in inland coasting traffic must be Swedish; a special authorisation is required for the vessels of foreign nations carrying on coasting traffic in Sweden (this applies at present to about forty vessels from neighbouring countries). The vessels of some nations are placed on an equal footing with Swedish vessels, in accordance with navigation agreements.</p>
Czechoslovakia	<p>(a) and (b) A law is necessary for the opening of a State Railway for public transport.</p> <p>For the opening of a private railway for public transport, special authorisation from the Government is necessary — namely, a permit to carry out the preparatory work and the actual concession for opening a railway.</p> <p>Before a line is opened up to transport, special authorisation is necessary from the Ministry of Railways. Before this authorisation is granted, the authorities must be satisfied that the railway will be operated regularly and safely and without disturbance.</p>	<p>(a) and (b) For public services for the transport of passengers or goods by motor vehicle, whether they are run regularly or irregularly, it is necessary to obtain a concession.</p> <p>Services for mass passenger transport (<i>i.e.</i>, by vehicles to carry more than eight passengers, including driver) and goods transport, when not carried on professionally or exclusively to meet the needs of the undertaking concerned, require a licence.</p>	<p>(a) and (b) Transport by inland waterways is subject to a concession, if carried on by steam or other mechanical means of navigation. This applies to the transport of both goods and passengers.</p>

Turkey	(a) and (b) For railway transport, a concession is necessary.	(a) and (b) For motor transport, all that is required is a licence from the municipal authorities.	No inland navigation.
Union of Soviet Socialist Republics	(a) and (b) According to the laws of the Union of Soviet Socialist Republics, transport undertakings of every kind come within the sphere of Socialist ownership. In the Union of Soviet Socialist Republics, therefore, the operation of transport services constitutes a State monopoly with regard to :		
	Railways, with the People's Commissariat for Communications.	Motor transport, with the local soviets and and with the State industrial enterprises (State trusts, etc.).	Inland navigation, with the People's Commissariat for Water Transport.
Yugoslavia	(a) and (b) No information available.	(a) Under the law on undertakings, all passenger and goods transport by motor vehicle is subject to an authorisation. (b) There is no system of licences or concessions.	(a) and (b) No information available.

	Railway	Road	Inland navigation
Union of South Africa	In terms of the Railways and Harbours Regulation Control and Management Act No. 22 of 1916, the time-tables in force relating to trains for the conveyance of passengers, must be posted up in a conspicuous place at each railway station.	Road motor services may be required to operate any vehicle to which a motor-carrier certificate refers, according to a specified time-table. Authorised officers are appointed for the control of road motor services authorised in terms of the Motor-carrier Transportation Act.	No inland navigation.
Argentine Republic	<i>Railway Law No. 2873.</i> — Undertakings must make known to the public, through the newspapers and announcements displayed in all the stations, the itinerary of trains and hours of departure and arrival. Any changes must be made known to the public through the same channels at least fifteen days before the changes take place. The time-tables are to be established with the approval of the Railway Directorate, whose intervention will ensure the convenience of passengers and connecting services between trains on different lines.	<i>General Regulations governing traffic on national roads.</i> — On the preparation of National Traffic Regulations, the National Directorate of Road Services will include provisions concerning . . . the establishment of regular services capable of meeting the necessities of the area (Article 96). <i>Province of Buenos Aires: Transit Law No. 4375.</i> — The time-tables drawn up for the services must be strictly adhered to.	<i>Regulations concerning vessels on the national register.</i> — Every mail vessel carrying passengers on a fixed itinerary must depart from and arrive at ports of destination and call on the days and at the hours fixed in the time-tables and itineraries which the shipping companies must publish, except in cases of <i>force majeure</i> or navigational difficulties, proof of which must be furnished to the maritime police.
Australia: Commonwealth	Regular passenger train and mixed train services are run to fixed time-tables; and any special passenger train or live-stock train is also run according to a time-table. The running of these services is supervised by the Commissioner's officers.		
Western Australia	All services are operated according to fixed regular time-tables.	Passenger services must run on a regular fixed table. Goods traffic is subject to regular schedule in special cases only.	There are no navigable waterways.

* * *

**South
Australia**

The Railways Commissioner is obliged to run a service on each railway that has been opened. The service is varied at his discretion, according to requirements of the traffic.

The time-tables of licensees' goods and passenger services are approved by the Transport Control Board, which insists on a minimum service being provided. The running of these services is supervised by the Board's inspectors.

There is no obligation to run a regular service; the latter is governed by the amount of traffic.

* * *

**New South
Wales**

Section 33 of the Government Railways Act, 1912-1934, reads as follows :

"The Commissioner shall maintain the Railways and all works in connection therewith in a state of efficiency and shall carry persons, animals and goods without negligence or delay, and in respect of the carriage of persons, animals and goods, the Commissioner shall be a common carrier."

There is no statutory obligation upon the Commissioner to run a specific or regular service, but, once having published passenger and freight service time-tables, the Commissioner regards himself as being bound to ensure that, as far as lies within his power, trains shall run at the times and on the days prescribed.

Tramways. — Section 45 of the Transport Act, 1930, provides :

"The Commissioner shall maintain the transport services, and all works in connection therewith, in a state of efficiency, and shall carry persons, and whenever so prescribed goods, without negligence or delay; and in respect of the carriage of such persons and goods, the Commissioner shall be a common carrier."

So far as supervision is concerned, see answer A.1 (a), page 12.

Goods vehicles are not required to be operated on a regular service.

Motor-omnibuses in the Sydney and Newcastle areas must be operated in accordance with a time-table approved by the Commissioner, which is attached as a condition of the service licence, and upon an approved route.

Motor-omnibuses outside the Sydney and Newcastle areas are licensed as public motor vehicles and the licence contains a condition permitting operation only on a specified route, and the service on which the vehicle is operated must be conducted in accordance with a time-table approved by the appropriate local authority (municipal or shire council, as the case may be).

Supervision is exercised by the Commissioner or the local authority, as the case may be.

The obligation to run a regular service applies only to ferry-boats. The Regulations provide, *inter alia*, that :

"(6) The master or owner of any steamer shall not take her off any ferry, or fail to keep the times of arrival and departure as notified in the *Government Gazette*

"(8) The proprietor of any steam ferry-boat may withdraw his steamer, and discontinue plying on any ferry, at the expiration of fourteen days after notice given in writing to the Secretary of the Board to that effect, but not otherwise, under a penalty for every day on which the steamer may be withdrawn." Penalties are provided for any breach of the Regulations.

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	Railway	Road	Inland navigation
Australia (continued) : Queensland	No information.	Road transport of passengers should comply with the time-tables and tariffs approved by the State Transport Board. Road transport of goods is not, however, subject to any obligations as regards time-tables and tariffs.	There is no inland navigation.
		* * *	
Tasmania	Government Railways are controlled by a Commissioner. Private railways : No action is taken as regards the regularity of services.	Time-tables are fixed, where necessary, by the Transport Committee, and the operation of the service is supervised by inspectors. All road services are placed under the supervision of the Transport Committee.	There is no supervision of these services.
		* * *	
Victoria	There is no express statutory provision that regular service to a fixed time-table shall be provided, but the obligation to do so has always been assumed by the management. Supervision of the service rests with the Railways Commissioners.	Passenger services are required to run regularly in accordance with fixed time-tables, and supervision, both as to the adequacy of the service provided and the efficiency of the plant and equipment, is maintained by the Transport Board through an inspectorate. So far as goods services are concerned, much the same conditions apply, excepting that there is not in every instance the same necessity to insist upon time-table services.	Inland navigation being of a relatively negligible importance, it need scarcely be taken into consideration in this enquiry.
Austria	Railways providing public transport are under the obligation to run a regular service. Services are run to a fixed time-table.	Public motor-transport undertakings are under the obligation to run a regular service. Services are run to a fixed time-table.	Shipping undertakings providing public transport are under the obligation to run a regular service. Shipping undertakings run part of their services to a fixed time-table.
	The Federal Ministry of Commerce and Communications, the provincial government, or the local prefecture, is responsible for supervising the services of these undertakings, according to the importance of such services.		
Belgium ¹	Railways are required to run a regular passenger service in accordance with a fixed time-table. As regards the carriage of goods, there are fixed time-tables, but the time-limits laid down	<i>Transport of Goods by Road.</i> There are no legal or administrative provisions containing an obligation to operate a regular service. Supervision by the authorities (in addition to officials specially appointed by the	No information.

¹ See A.1 (a) and (b), page 18.

by regulation must be observed.

The Transport Department is responsible for the supervision of rail services.

Minister of Transport, these authorities consist, in particular, of judicial police officers, the local police, the gendarmerie, officials of the Road Traffic Office, the Highways and Bridges Service and the Provincial Road Survey Services) is confined to seeing that the regulations governing the activities of transport services and the conditions laid down in the acts of authorisation are observed.

Road Transport of Passengers.

Public motor-coaches services. — The specifications do not fix the frequency of services or time-tables; they merely fix the starting-point and the point of arrival.

Public motor-bus services. — The specifications only fix the number of journeys per day and the times of departure and arrival.

Supervision of road passenger services is usually exercised by officials appointed by the King, more particularly by representatives of the Ministry of Transport and of the communal and provincial authorities.

Brazil

The transport of passengers and goods on the railways is obligatory and permanent.

Railways leased or worked under concession are supervised by agents of the public authorities.

Only passenger trains are subject to time-tables approved by the public authorities.

The motor roads of Brazil are freely open to traffic, and road transport is not subject to any of the restrictions listed under A.1 (a) to (h). In the State of São Paulo, however, inter-urban traffic is regulated only as regards the collective transport of passengers by motor-bus. This regulation contains provisions as regards time-tables; any alterations must receive official approval.

See under A.1 (a) and (b), page 19.

United Kingdom

Railways are obliged to afford all reasonable facilities for the receiving, forwarding and delivery of traffic; also to afford such reasonable facilities, services and conveniences as the Railway and Canal Commission may order.

Passenger services. — For stage and express carriage, a service has to be operated in accordance with the terms of the road service licence issued by the Traffic Commissioners. These usually require the service to be operated in

There is an obligation to afford all reasonable facilities for the receiving, forwarding and delivery of traffic upon the canals.

	Railway	Road	Inland navigation
United Kingdom (continued)	<p>Tramways and trolley vehicles are usually obliged to run a sufficient service for workmen at cheap fares.</p> <p>In addition, transport undertakers are required to provide such a service of vehicles as may be reasonably required in the public interest.</p>	<p>accordance with a fixed time-table, but on certain types of service (<i>e.g.</i>, excursions and tours), the operator is allowed to run a service or not, according to the volume of traffic offering. An operator is liable to prosecution, or the suspension or revocation of his licence, if the service is not operated in accordance with the conditions of his licence.</p> <p>There is no obligation as to the service to be provided with contract vehicles.</p> <p><i>Goods vehicles.</i> — There is no obligation as to the service to be provided. The licence is permissive in character.</p>	
Bulgaria	Railways must be operated in accordance with the public interest and transport requirements.	Obligation to run a regular service for a period up to ten years and subject to supervision.	No information.
Canada	<p>Railways are not required to run a regular service if the traffic does not so warrant, but they are required by section 312 of the Railway Act to furnish adequate and suitable accommodation, where necessary, for the receiving, carrying and delivery of all traffic and the use of all proper appliances, accommodations and means necessary therefor.</p> <p>A railway may not abandon a line without the permission of the Board of Railway Commissioners for Canada.</p>	Such an obligation exists usually in some provinces, but only for passenger services.	No obligation to operate a regular service.
China	All the railways are required to run a regular service according to a fixed time-table. The latter is drawn up by the Ministry of Railways, which supervises the service.	Obligation to run a regular service according to a fixed time-table; this is properly supervised by the authorities.	The obligation exists to run a regular service according to a fixed time-table. Supervision is exercised under "Regulations for the Supervision of Shipping Undertakings".
Ecuador	The obligation to run a regular service to a fixed time-table exists, the object being to permit of transport connections in different directions.		

Estonia	Obligation to run a regular service to a fixed time-table. Supervision is in the hands of the Railway Administration.	In the case of a permanent undertaking, there is an obligation to run a regular service to a fixed time-table. Supervision is in the hands of the Bridges and Roads Administration.	Obligation to run a regular service to a fixed time-table. Supervision is in the hands of the harbour masters.
United States of America	By provisions of law under the Inter-State Commerce Act, carriers subject to Federal regulation are required to perform the transport services therein described, and it is the legal duty of the Inter-State Commerce Commission to enforce compliance with such requirements and other requirements contained in the Acts mentioned.	By provisions of law under the Motor-carrier Act of 1935, carriers subject to Federal regulation are required to perform the transport services therein described, and it is the legal duty of the Inter-State Commerce Commission to enforce compliance with such requirements and other requirements contained in the Acts mentioned.	By provisions of law under the Inter-State Commerce Act, carriers subject to Federal regulation are required to perform the transport services therein described, and it is the legal duty of the Inter-State Commerce Commission to enforce compliance with such requirements and other requirements contained in the Acts mentioned.
Finland	The obligation to run a regular service and the supervision of that service exists.	Every licence for a line of communications states the home town or the centre of the service, and the time-table is approved by the police authorities. The same authorities supervise adherence to the time-table. Failure to keep the approved time-table may, in the most serious cases, result in withdrawal of the permit.	In view of the fact that the exercise of navigation is an open occupation which every citizen has the right to follow without special permission, shipowners cannot be obliged to follow fixed time-tables or to carry out transport of a certain kind.
France	In accordance with the contract (<i>"cahier des charges"</i>), the railway must run a regular service to a fixed time-table approved by the Ministry of Public Works. The conditions for running the service are specified in the Law of July 15th, 1845, and the Public Administration Regulations of November 11th, 1917. The Technical and Commercial Operation Inspection Services (<i>Services de Contrôle de l'exploitation technique et de l'exploitation commerciale</i>) are responsible for supervising the running of the service, under the authority of the Ministry of Public Works.	Until the Decree of April 19th, 1934, only contractual services were subject to the obligation to carry passengers and goods to a fixed time-table. Other transport services were not subject to any obligation of this kind. The Decree of April 19th, 1934, lays down that the agreements to be reached for the purpose of co-ordinating railway and road transport shall specify the conditions to which road transport must conform in respect of the services to be provided. Such conditions will mainly affect time-tables and tariffs, the obligation to run a regular service and to provide for equality of treatment among persons making use of that service, and the acceptance of mails. The Committee for Co-ordinating Road and Rail Transport, which sits at the Ministry of Public Works, and the departmental technical Committees are responsible for supervising services. These bodies are entitled to request the co-operation of the national gendarmerie and of all officers having power to institute summary proceedings in the case of road offences.	Clause 28 of the standard contract (<i>"cahier des charges"</i>) for "regular navigation" services lays down that the latter must specify the routes followed and undertake to conform to the time-tables mentioned in the contract. Services are supervised by navigation engineers under the authority of the Minister for Public Works.

	Railway	Road	Inland navigation
Greece	<p>Railways and motor services (the latter since the enforcement of the Law of 1936) are required to operate a permanent service to a fixed time-table and fixed tariffs.</p> <p>Supervision is generally exercised by the State through commissioners of the Ministry or Railways and Motor Vehicles attached to the railway system and by a common management appointed by the same Ministry for motor-vehicle co-operatives.</p>		No inland navigation.
Hungary	<p>The obligation to run a regular service to a fixed time-table holds good for railways, motor transport and inland navigation undertakings alike. These services are supervised by the Minister for Commerce and Communications.</p>		
India	<p>There is no statutory obligation to run a regular service, but company-managed railways are under contractual obligations to run such services as the Government may consider necessary.</p>	<p>There is at present, as a general rule, no obligation.</p>	<p>There is generally no obligation, except in the case of ferry services. There is no strict supervision of the services.</p>
Ireland	<p>Under general legislation, all railways are obliged to provide reasonable facilities for the carriage of passengers and goods at published fares and rates and without undue preference in favour of any particular person or any particular description of traffic.</p> <p>By the Railways Act of 1924, all the railways the whole of whose lines were within Saorstát Éireann were amalgamated into a single company, and by the Railways Act of 1933 power was taken to waive, by Statutory Order, the obligation to run specified services of trains on particular lines.</p> <p>City and suburban tramway undertakings were constructed under the authority of private Acts of Parliament, which provided for the limitation of charges within certain maxima and the publication of lists of fares.</p> <p>No railway can be opened for the public conveyance of passengers until it has been inspected by an officer appointed by the Minister</p>	<p>As regards passenger services, licensees must operate services of the character indicated by the time-table appended to the licence; failure to do so may involve the withdrawal of the licence.</p> <p>Merchandise licences operate to authorise licensees to carry on a merchandise road transport business in respect of specified classes of goods in a specified area.</p> <p>Merchandise licensees are required by the Act to carry for "a reasonable reward" any merchandise of a class, which they are authorised to carry, offered to them for conveyance between any two places within their authorised area of operation, and are obliged under penalty not to give or make any undue preference.</p> <p>Merchandise licences were granted only to persons engaged in road transport prior to 1932 ("existing carriers"). Provision is included in the Act for the compulsory acquisition by rail-</p>	<p>Canals have been constructed under authority of private Acts of Parliament, and apart from a somewhat similar obligation to that of railway companies as regards carriage, are not subject, on the administrative side, to any special obligations.</p>

for Industry and Commerce, and inspectors may at any time be appointed to inspect any railway, its stations, stock, plant, etc., and to investigate accidents.

way and canal companies, on payment of compensation, of the merchandise licence of any private operator.

The railway companies (and, as regards the metropolitan area, the Dublin United Tramways Company Limited) enjoy a similar right of acquiring compulsorily passenger licences held by private operators.

Iceland

The transport of persons on fixed routes to a fixed schedule requires a special licence. Specially licensed motor-cars must comply with certain conditions under the supervision of the official motor-car controllers.

Japan

The local railways are under the obligation, in virtue of the Local Railways Law, to maintain a regular service to a fixed time-table, and supervision of that service is exercised by the Minister of Railways.

The obligation to run a regular service exists.

There is the obligation to run a regular service and supervision of that service is exercised by the authorities of the prefectures concerned.

Latvia

The transport of passengers must be effected according to a fixed time-table, the Railway Administration being obliged to maintain this time-table as closely as possible for the carriage of passengers and baggage. The railway baggage services must be open at fixed hours, except on official holidays.

Motor-omnibus services for the carriage of passengers must be run to a fixed time-table under the supervision of the official authorities.

Transport undertakings carrying passengers and goods are bound to publish their time-tables, which must be strictly adhered to.

Liechtenstein

No information.

Lithuania

The railways are under an obligation to run a regular service to a fixed time-table. The service is under the supervision of the Ministry of Communications.

There is an obligation to run a regular service to a fixed time-table.

	Railway	Road	Inland navigation
Luxemburg	<p>The terms and conditions attached to the laws approving the concessions for operating railways in Luxemburg bind the concession holders to operate the systems conceded to them at their own risk and expense, and for their own profit, until the expiry of the concession, subject to the restrictions specified therein and to observance of the laws and regulations, whether actually in force or to be issued subsequently, of the Grand-Duchy, in so far as they do not conflict with the said terms and conditions.</p> <p>The public regulations concerning the policing, use, safety and working of railways, issued on August 18th, 1859, entrust the Government with railway control and supervision. These are exercised, in accordance with the relevant legislation and decrees, through the agency of Government Commissioners, engineers of the Public Works Administration, and any other officials specified in such legislation or decrees.</p>	<p>The undertakings operating motor-omnibus lines must run a regular service to a fixed time-table; supervision is exercised by the Ministry of Public Works, the Public Works Department, and the Postal Administration.</p>	<p>Inland navigation is without importance.</p>
Monaco	See A.1 (a) and (b), page 27.		
Norway	<p>The railways are under an obligation to run a regular service according to a fixed time-table. This time-table is fixed after consultation with the supervisory boards appointed for the railway line in question.</p>	<p>Motor vehicles which run on regular routes see A.1 (a) and (b), page 28) must provide regular services on the route and observe the hours fixed in the time-table. Supervision in this connection is exercised by the authority granting the concession and by the police.</p> <p>(See also A.2 (c), page 116.)</p>	<p>Inland navigation is without importance.</p>
New Zealand	<p>The Government Railway Department fixes its own schedule. They are under no obligation or supervision other than the responsibility to the Government.</p>	<p><i>Taxis and town-carriers.</i> — No obligation.</p> <p><i>Omnibus and service-car services.</i> — There is the obligation in question. These services are supervised by the Transport Department, and any serious departure from the time-table must be authorised.</p>	<p>Inland navigation is without importance.</p>

**Netherlands :
Home
Territory**

There is obligation to run a permanent service.

Motor-coaches. — There is obligation to run a regular service.

Lorries. — No information.

There is no obligation to run a permanent service either for the regular lines or the free navigation.

* * *

**Netherlands
Indies**

The railways are under an obligation to run a regular service to a fixed time-table on the lines for which they hold a concession. The time-table is fixed by the manager of the railway or of the tramway.

Public motor-omnibuses. — Are obliged to run to a fixed time-table the observance of which is supervised by the authorities.

Inland navigation is without importance.

Public motor-cars. — No fixed time-table.

Public lorries. — See A.1 (a) and (b), page 29.

The time-table of first-class railways must be approved by the Director of Traffic and of the "Waterstaat" before the time-table comes into force. Changes in the time-table modifying the number or type of trains, crossings, overtakings or connections must also be approved by the above-mentioned Director.

Supervision over the service is exercised by the Railway Supervision Section of the Traffic and "Waterstaat" Department.

Poland

All railways open to public traffic, whether State or private, must run regular services according to time-tables.

Motor-omnibus lines are required to run a regular service according to a time-table.

The time-tables of the omnibus services must be approved by the State authorities.

In the case of the commercial transport of goods by motor vehicle, a regular service is not required.

Government departments supervise their operation.

River vessels for the transport of passengers are required to run regular services and to adhere to time-tables.

Persons whose business it is to ensure the regular transport of passengers on inland navigation lines are required to give notice to the public and the State supervisory departments of their time-tables and tariffs and of any changes in the same. Such time-tables and tariffs do not require the approval of the central authorities, but the latter may, for reasons of safety, require changes to be made in the time-tables.

Regularity of service is not compulsory in the case of the commercial transport of goods by river vessels.

Government departments supervise the service.

	Railway	Road	Inland navigation
Roumania	A regular service to a fixed time-table is in force.	No information.	No information.
Siam	Obligation to run a regular service to a fixed time-table; supervision by the Railway Department for the State Railways and by the Board of Railway Commissioners for private railways.	Obligation to run a regular service to a fixed time-table for omnibuses only. Supervision by the traffic police.	No such obligation, but the Harbour Department is empowered to impose conditions in respect of the time of departure of packet-boats.
Sweden	See A.1 (d), page 55.	See A.1 (d), page 55.	See A.1 (d), page 55.
Czechoslovakia	Railway companies are obliged to publish their time-tables and to observe them strictly while they remain in force. The Ministry of Railways is responsible for supervising the observance of time-tables.	The concession holder is obliged to provide regular transport services according to the time-table approved by the authority granting the concession. Supervision of the observance of the time-table is exercised by that authority.	The terms of the concession stipulate that the shipping company effecting passenger transport has to publish its time-table, the observance of which is supervised by the inland navigation office of the district concerned.
Turkey	See A.1 (d), page 56.	See A.1 (d), page 56.	No inland navigation.
Union of Soviet Socialist Republics	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.
Yugoslavia	No information.	The undertaking is bound, under the terms of the authorisation, to run a regular transport service. Supervision is carried out by the authorities of the banovine. The obligation to carry passengers or goods in accordance with a fixed time-table and over a specified route is implicit in the actual terms of the authorisation.	No information.

A.1 (d) *The obligation to carry passengers or goods and within what limits.*

A.1 (d).

	Railway	Road	Inland navigation
Union of South Africa	<p>Railways are enjoined not to refuse to accept a passenger who has tendered the proper fare for the journey which he desires to make. There are certain exceptions to this which are governed by regulation and legislation — <i>e.g.</i>, persons suffering from infectious diseases, lunatics, etc.</p> <p>The railways are obliged to accept goods, except such goods as are specially excepted by legislation — <i>e.g.</i>, offensive goods.</p>	<p>Any person to whom a motor-carrier certificate has been issued shall be guilty of an offence if, during the currency of such certificate, he refuses, without sufficient reason (the onus of proof whereof shall lie upon him) to convey any person or goods which such certificate authorises him to convey.</p> <p>The points between and the route or routes upon which or the area or areas within which the vehicle to which it refers may be used in motor-carrier transport shall be specified on the certificate.</p> <p>(See also reply to B.3, page 232.)</p>	No inland navigation.
Argentine Republic	<p><i>Railway Law No. 2873.</i> — Every inhabitant of the Republic has a right to use the railways in operation, in accordance with the law and regulations. Undertakings may not accept in trains or stations, or must expel from them, persons in a condition to annoy the public, who carry loaded fire-arms, or who will not submit to the regulations (Article 35).</p> <p>Passengers have the right to stay in the same carriage until the end of the journey on each line (Article 36).</p> <p>Every passenger shall have the right to carry, free of charge, as luggage, parcels the total weight of which shall not exceed 50 kilogrammes (Article 38).</p> <p>Undertakings must register packages of goods as they are presented for despatch, making out a waybill if the sender desires, or on the other hand giving a receipt indicating the nature and weight of the package, the total freight and the time which should be taken in transit.</p>	<p><i>Province of Buenos Aires: Transit Law No. 4375 — Regulations.</i> — In public transport vehicles no more persons may travel than correspond to the number of seats in the car; and in omnibuses, only eight passengers may travel standing, the rest being seated (Article 8).</p>	<p><i>Regulations concerning vessels on the national register.</i> — No vessel on the national register destined for the transport of goods and passengers, or one of the two, may refuse to take on board that which is delivered to it or which is presented to the agent or the captain, with the exception of :</p> <p>(1) As regards goods — when the marks and destination are not stamped on the packages, or where safety conditions for transport in accordance with maritime practice and with regulations or orders in force or which may be enforced have not been fulfilled.</p> <p>(2) As regards passengers, when persons are seriously ill, their life being in danger during the journey or crossing, or when persons are suffering from infectious diseases (Article 24).</p> <p>It is strictly forbidden to take on board passenger vessels inflammable or dangerous substances as ballast, cargo, parcels or luggage</p>

	Railway	Road	Inland navigation
Argentine Republic (continued)	<p>The despatch of goods must be made in the same order as registration, with no preference, and the transport shall be continuous from the point of despatch to the destination, even though the itinerary involves lines of different undertakings (Article 45).</p> <p><i>General railway regulations.</i> — Railway undertakings are obliged to receive, in conformity with the laws and regulations in force, all goods delivered to them for transport to their stations or to those of other lines which connect with their own (Article 214).</p> <p>The following are excluded from the transport of goods :</p> <p>Goods which, owing to their size, weight, form, or other characteristics, cannot be carried by railway ; objects which legally can be carried only by post ; explosives or inflammable matter (with certain exceptions) ; goods the carriage of which has been prohibited by the police (Article 215).</p> <p>Undertakings shall not be obliged to transport objects whose weight or volume is outside the limits laid down in the legal and regulatory prescriptions in force (Article 216).</p> <p><i>Law No. 12346 on transport co-ordination.</i> — Undertakings are obliged to receive and to carry all the goods offered to them in conformity with those provisions of the Commercial Code which deal with public carriers (Article 7).</p>		<p>(Article 25).</p> <p><i>Regulations on the navigation of coasts, canals, rivers and harbours.</i> — Any boatman in charge of a boat may not leave it while it is at the disposal of the public and may not refuse to give his services . . . (Article 103).</p>
Australia: Commonwealth	<p>See answer to A.1 (a), page 9.</p> <p>All tolls, fares and charges must, in accordance with the Act, be charged equally to all persons, and after the same rate, whether per ton, per mile, or otherwise, in respect of all passengers and of all goods of the same description, and conveyed or propelled by a like carriage or engine passing over the same portion of the line</p>		

of railway and under the same circumstances ; and no reduction or advance in any such tolls, fares or charges shall be made, either directly or indirectly, in favour of or against any particular company or person travelling upon or using the railway.

The Act provides that no person shall be entitled to carry, or to require the Commissioner to carry, upon any railway any goods whatsoever which, in the judgment of the Commissioner or his employees, are of a dangerous nature. The Commissioner may refuse to take any parcel which he suspects to contain goods of a dangerous nature, or may require any parcel to be opened so that the nature of the contents may be ascertained. The Commissioner may refuse to accept for conveyance upon the railways any goods which, from their excessive weight or bulk, would be inconvenient to transport, or he may, if he is agreeable to the acceptance of the goods for conveyance, fix special rates and conditions for their transport.

* * *

**Western
Australia**

Railway transport must accept all passengers and goods offering.

The obligation to carry all available passengers and goods exists in special cases only. In others, no particular obligation.

There are no navigable waterways.

* * *

**South
Australia**

The Railways Commissioner is bound to provide for the transport of all passengers and goods offering.

The Transport Control Board's licensees cannot refuse to carry passengers and goods at their approved charges. They must, if necessary, hire additional vehicles.

No obligation.

* * *

**New South
Wales**

See A.1 (c), page 35.
Tramways : See A.1 (c), page 35.

Motor-omnibuses must carry any passengers offering, unless the vehicle is already filled to the authorised capacity.

The certificate of survey specifies the maximum number of passengers and the plying limits of the vessel.

	Railway	Road	Inland navigation
Australia (continued) : New South Wales (continued)		Motor-van owners must accept any hiring offered, but may require payment in advance. Taxi-cab drivers in the Sydney and Newcastle areas must accept any hiring offering, but may decline to proceed to any place outside the respective districts in which they are licensed.	
		* * *	
Queensland	No information.	Commercial passenger vehicles cater for all passengers offering, but goods vehicles conducting road services generally operate as selective carriers.	There is no inland navigation.
		* * *	
Tasmania	See A.1 (c), page 36.	See A.1 (c), page 36.	See A.1 (c), page 36.
		* * *	
Victoria	Railways are required to accept the responsibility of a common carrier, and to convey all goods or passengers offering for transport upon the system.	See A.1 (a) and (b), pages 16.	See A.1 (a) and (b), pages 16.
Austria	Railways and motor public transport undertakings are legally obliged to carry passengers or goods unless the passenger or consignor fails to comply with the transport regulations in force or other regulations of a general kind, or unless transport cannot be effected by normal means or is rendered impossible by circumstances over which the carrier has no control.		There is no obligation to carry passengers or goods in the case of inland navigation, though such obligation may be imposed by the deed of concession.

Belgium¹

Main and local railways. — The law requires the administration of every railway which may be used by the public to provide for the carriage of passengers and goods for which the particular railway was opened. There are no other limits to this obligation beyond those laid down in the officially published tariffs and regulations; contracts for carriage by rail may be concluded only in accordance with the conditions laid down in the said tariffs and regulations.

Tramways and trolley-buses. — There are no laws imposing an obligation to effect transport. As regards regulations, there are merely a few obligations imposed in the interests of certain public services.

¹ See A.1 (a) and (b), page 18.

Carriage of passengers by road. — There are no laws imposing an obligation to effect transport. As regards regulations, there are merely a few obligations imposed in the interests of certain public services.

Carriage of goods by road. — There are no laws or regulations imposing the obligation to effect transport.

No information.

Brazil

See A.1 (c), page 37.

See A.1 (c), page 37.

See A.1 (a) and (b), page 19.

United Kingdom

Railways, tramways and trolley vehicles. — See A.1 (c), page 37.

Passenger services. — See A.1 (c), page 37.
Goods services. — No obligation to transport.

See A.1 (c), page 37.

Bulgaria

Obligation to provide transport in so far as the technical possibilities of railway operation allow.

As regards the transport of passengers by motor vehicles, the obligation to carry passengers applies to motor services between two inhabited localities. The question of the transport of goods has not yet been settled.

No information.

Canada

Railways are under the obligation to effect transport within the limits of the charter.

The obligation to transport is in force for part of which licence is granted,

There is obligation to transport (see Canada Shipping Act, Section 656 — Carriers of Goods by Water).

China

All railways must carry any person holding a valid ticket, and provide him with a seat in the train, unless he is suffering from an epidemic, contagious or mental disease, or endangers public safety or order.

Obligation to carry passengers or goods within limits of loading capacity and of terms stipulated in the concession.

As regards the obligation to carry passengers, Article 103 of the Maritime Trade Code provides that the master of a ship must convey the passenger to the destination specified on his ticket. Should he fail to carry out this obliga-

	Railway	Road	Inland navigation
China (continued)	Transport is guaranteed of all articles packed and despatched in accordance with the stipulated conditions. This guarantee does not, however, apply to the transport of live animals, insects or fish, plants, articles the value of which is difficult to assess, or which is very high, or articles the transport of which is dangerous or the charge on which is too low.		tion, the passenger may claim the cancellation of his contract and also damages should occasion arise.
Ecuador	Under the existing contracts the various means of transport (rail, road and river) are bound to give their services to the State for the transport of mail-bags and telegraphic and telephonic material. The State Railways carry civil and military officials and employees free of charge. The Southern Railway (Guayaquil and Quito Railway Co.) carries them at half rates, and there is a 75% rebate on goods carried by this line on behalf of the State.		
Estonia	Transport is obligatory in virtue of the railway laws and of the international Conventions.	The transport of passengers, baggage, goods and mail is obligatory for undertakings which run permanent services, subject to the conditions fixed individually for each service.	The transport of passengers and goods is obligatory.
United States of America	See A.1 (c), page 39.	See A.1 (c), page 39.	See A.1 (c), page 39.
Finland	The obligation to carry passengers or goods is as extensive as in international Conventions on rail transport.	The law does not prescribe an obligation to carry passengers and goods.	See A.1 (c), page 39.

France

Under the contract (" *cahier des charges* "), the concessionary must regularly carry passengers, live-stock, foodstuffs, goods, and any other articles that may be entrusted to him, with the requisite care, punctuality and despatch, without favour, and within the specified periods of time.

Before the co-ordination decrees, only road transport services that had entered into contracts with public bodies were subject to the obligation to carry passengers and goods. Under the Legislative Decree of April 19th, 1934, and the Decrees of February 26th, 1935 (passengers), and July 17th, 1935 (goods), all services thereafter authorised by virtue of agreements are subject to that obligation. Each public carrier must cope with the amount of traffic assigned to him; he must, to this end, provide the material corresponding to the transport cards issued to him for that purpose.

Under Clause 4 of the standard contract (" *cahier des charges* "), a person authorised to run a "regular navigation" service open to the public must carry passengers and goods without favour. Requests for transport, and arrivals of goods, must be recorded in registers. The authorised person must carry, in the first boat passing, as far as the tonnage reserved and the stowage-room permit, all goods handed in forty-eight hours before the departure of the boat as shown in the approved time-table.

Greece

Railways, which are under the obligation to carry passengers and goods in accordance with the provisions of the Decree of August 15th, 1923 (which constitutes their working regulations), are exempt from that obligation in cases of *force majeure* or if their rolling-stock cannot carry bulky articles which cannot be taken to pieces or the weight of which exceeds the loading capacity of the trucks, or goods the dimensions of which are too large for the track.

Motor transport undertakings are under the obligation to carry passengers and goods (in accordance with the Law of 1936), so far as they are able to do so.

There is no inland navigation.

Hungary

No transport undertaking may refuse to carry passengers or goods provided the following conditions are fulfilled: that the persons concerned comply with the transport regulations in force and the other general requirements laid down by the undertaking; that carriage is possible with the ordinary means of transport; that transport is not prevented by circumstances beyond the control of the undertaking.

India

With the exception of certain specified goods of an objectionable or dangerous nature, there is general obligation to carry all goods and passengers that offer.

There is, as a general rule, no obligation, save that if there is room in a vehicle there is no legal right to refuse entry to any person tendering a correct fare.

Licensees of ferry services are under an obligation to carry passengers, animals and vehicles, according to the size of the boat. In the case of steam-vessels, there is no such obligation, but prohibition to carry passengers in excess of the number set forth in the licence and permission to owners or masters of these vessels to refuse to carry dangerous goods.

Ireland

See A.1 (c), page 40.

See A.1 (c), page 40.

See A.1 (c), page 40.

Iceland

No information.

	Railway	Road	Inland navigation
Japan	<p>Under the Railways Operation Law, railways cannot decline to carry passengers or goods, if the following conditions are fulfilled :</p> <ol style="list-style-type: none"> (1) That the consignor observes the laws, decrees and other rules concerning railway transport ; (2) That the consignor does not make any special request with regard to the transport of his goods ; (3) That the transport is not contrary to the laws or decrees in force, or to public order ; (4) That the goods are suitable for transport on the railway concerned ; (5) That no obstacle, due to a natural calamity or unavoidable accident, prevents the transport from being effected. <p>As exceptions to the above obligation, railways may refuse transport :</p> <ol style="list-style-type: none"> (1) Of powder and other explosives ; (2) Of goods for the transport of which special accommodation is necessary ; (3) Of persons suffering from epidemic diseases. 	<p>There is the obligation in question, except in the following cases :</p> <ol style="list-style-type: none"> (1) If the passenger or the consignor does not observe the laws, decrees and other rules concerning the transport ; (2) If the consignor makes a special request with regard to the transport of his goods ; (3) If the transport is contrary to the laws or decrees in force, or to public order ; (4) If the goods are not suitable for transport on the vehicles concerned ; (5) If there are obstacles, due to a natural calamity or unavoidable accident. 	<p>There are no regulations concerning the obligation to carry passengers or goods.</p>
Latvia	<p>The railways may not refuse to carry passengers and baggage save in the following exceptional cases :</p> <ol style="list-style-type: none"> (1) If the parties concerned do not comply with the regulations governing railway transport ; (2) In the case of <i>force majeure</i> ; (3) If there is no room in a train which is about to start and to which, for technical reasons, additional coaches cannot be attached ; (4) If the passenger is intoxicated ; 	<p>The carriage of passengers by regular motor-omnibus services may not be refused, unless the number of passengers exceeds the maximum allowed. There is no regular motor service for the carriage of goods in Latvia.</p>	<p>There is no obligation to carry passengers or goods.</p>

(5) If the objects to be transported exceed the loading-gauge dimensions of the rolling-stock, or if their weight exceeds the maximum fixed by the technical regulations ;

(6) If the carriage of the objects in question is prohibited or requires special facilities which the railway does not possess.

Liechtenstein

No information.

Lithuania

The railways are under an obligation to carry passengers and goods, except in the following cases :

(1) If the passenger or the consignor fails to comply with the conditions laid down ;

(2) If traffic is suspended by order of the authorities because of unusual events or *force majeure* ;

(3) If, in a passenger train made up of the proper number of coaches, there is no accommodation left ;

(4) If a passenger is (a) drunk or not decently dressed or (b) suffering from a disease which might be dangerous to other passengers, unless he occupies a separate compartment ;

(5) If goods cannot be transported by the ordinary means ;

(6) If the space for the storage of goods in the stations is already fully occupied.

Transport undertakings are required to carry all passengers. Additional motor-coaches and boats are put on whenever necessary.

Luxemburg

Under Article 35 of the Regulations of August 18th, 1859, concerning the policing of railways, the operator is bound to convey persons or goods of whatever nature which have been entrusted to him with care, punctuality and despatch, and without showing favour.

Railway operators, being common carriers, are not at liberty to choose their customers or their transactions. They are obliged to accord the same treatment to all comers, and, *a fortiori*, must deal with all who so desire.

The obligations are determined by the clauses and conditions of a specification drawn up by the Government, on which the contracts concluded between it and the transport undertaking are based.

Motor-omnibuses carry passengers, baggage and postal packets. Parcels may only be carried if there is room for them, and within the limit of the authorised load.

Inland navigation is without importance.

	Railway	Road	Inland navigation
Luxemburg (continued)	Although this is an absolute obligation, it is subject to certain qualifications. Companies operating railways are entitled to invoke various legitimate grounds for refusing to accept goods for transport — grounds based either on the irregular manner in which such goods are offered for conveyance (<i>e.g.</i> , defective packing, dangerous nature of goods, etc.) or on <i>force majeure</i> — <i>i.e.</i> , because their conveyance is not possible.		
Monaco	See A.1 (a) and (b), page 27.		
Norway	Railways are under an obligation to carry passengers and goods, live animals, etc. As regards certain articles such as explosives or other similar materials, certain conditions are laid down.	Vehicles providing regular services are obliged to accept passengers and goods within the limits of the space available.	Inland navigation is without importance.
New Zealand	The Railway Department is a common carrier.	Town-carriers and carriers outside town limits are not common carriers of goods, but they must not discriminate between persons. <i>Passenger services.</i> — Their right to pick up passengers is limited only by the terms of their licences and the licensed capacity of the vehicles.	Inland navigation is without importance.
Netherlands: Home Territory	There is an obligation to carry passengers or goods, within the limits of the material normally available.	<i>Motor-omnibuses.</i> — There is an obligation to carry passengers or goods, within the limits of the material available. <i>Lorries.</i> — No obligation to effect transport.	<i>Regular lines, and free navigation.</i> — No obligation to effect transport.
Netherlands Indies	Railway transport undertakings are under the obligation to carry passengers and goods in accordance with the destination of the railway	* * * <i>Public motor-omnibuses and public motor-cars.</i> — There is an obligation to carry passengers or goods, within the limits of the loading rules.	Inland navigation is without importance.

described in the concession. The transport obligation ceases to apply, however, if transport is rendered impossible by *force majeure*; if the consignor of goods does not accept the conditions of transport; if the goods do not fulfil the conditions of transport. Transport must take place without preference.

Public lorries. — See A.1 (a) and (b), page 29.

Poland	A transport obligation exists only in the case of communications by rail or motor vehicle for commercial purposes — <i>i.e.</i> , communications which are subject to a concession both for the transport of passengers and goods.	No obligation to transport.	
Roumania	The obligation to transport as well as the conditions under which transport is to be effected are provided for in the Transport Regulations.	No information.	No obligation to transport.
Siam	Obligation to carry passengers and goods in accordance with the by-laws of the Department of State Railways, for State Railways, and in accordance with the by-laws of the concessionary companies, duly submitted to the Board of Railway Commissioners and approved of and signed by the Director-General of the Department of State Railways, for private railways.	Obligation for omnibuses to carry passengers to licensed capacity. No goods permitted on omnibus. Goods vehicles only controlled for maximum loading.	No obligation to transport.
Sweden	<p>According to the railway traffic regulations laid down by the King in Council, the railways are obliged to carry passengers, luggage, corpses, live animals, and goods at duly fixed rates, between their stations open for general traffic, to conditions and under the provisions which are contained in the traffic regulations or which are or may be specially laid down by the King in Council for railway traffic, provided always :</p> <p>That such traffic is not prohibited in accordance with existing legislation ;</p> <p>That it can be carried with the available means of transport ; and</p> <p>That such carriage cannot be deemed to be precluded by conditions which the railway</p>	<p>There is no obligation to run a regular service to a fixed time-table. In order to obtain a permit for regular traffic, the plan of such traffic must, however, be submitted with the application ; a permit is issued for an indefinite period, and may be withdrawn by the competent authority if the traffic is not carried on satisfactorily.</p> <p> Holders of permits for urban or provincial traffic must, in the absence of natural obstacles or other valid reasons for refusal, drive the vehicles on request within the area specified in the traffic permit ; in special circumstances, however, the authority granting the permit may entirely or partially exempt the holders from this obligation.</p>	As a rule, there is no obligation. The scale of port dues may involve a certain necessity for regularity in the traffic, since, according to the Port Taxation Ordinance, vessels engaging in regular traffic may be granted a reduction in port dues.

	Railway	Road	Inland navigation
Sweden (continued)	<p>has not brought about or could not have prevented.</p> <p>Moreover, under many concessions, railway traffic may be restricted at the discretion of the railway administration concerned.</p> <p>The State Railways are managed by the Royal Railway Department.</p> <p>The private railways are supervised on the technical side by the Royal Roads and Waterworks Department.</p>		
Czechoslovakia	<p>The railway is bound to transport all passengers fulfilling the conditions for admission and all goods handed to it in accordance with the established conditions, in so far as the means at its disposal allow and if there are no unavoidable circumstances over which the railway authorities have no control. The right of the railway to refuse to transport certain persons, or certain goods, is strictly defined.</p>	<p>The holder of a concession for professional motor transport is obliged to transport passengers and goods when required, if such transport is possible with the means at his disposal and if he is not prevented from effecting such transport by unavoidable circumstances over which he has no control.</p>	<p>The obligation to transport is stipulated in the terms of concessions and, in particular, in the transport regulations and/or conditions published by the shipping company with the approval of the Ministry of Commerce.</p>
Turkey	<p>Railways are under the obligation to transport and provide a regular service.</p>	<p>Only in exceptional cases (in the case of public transport services within municipal boundaries) are motor transport undertakings under an obligation to transport and to run a regular service at fixed traffics.</p>	<p>No inland navigation.</p>
Union of Soviet Socialist Republics	<p>See A.1 (a) and (b), page 33.</p>	<p>See A.1 (a) and (b), page 33.</p>	<p>See A.1 (a) and (b), page 33.</p>
Yugoslavia	<p>No information.</p>	<p>See A.1 (c), page 33. 44.</p>	<p>No information.</p>

A.1 (e). *Supervision of the material.*

A.1 (e).

	Railway	Road	Inland navigation
Union of South Africa	Certificates to the effect that rolling-stock has been maintained in good order are submitted at the end of each financial year to Parliament.	Public service motor vehicles are subjected to inspection, and no such vehicle may be used on any public road unless a certificate of fitness has been issued in respect thereof. If on the inspection of such a vehicle it appears to an inspector of licences that the vehicle in question, owing to certain defects, is, or is likely to become, unfit for service until the defects have been remedied, he may suspend the licence issued in respect of such vehicle.	No inland navigation.
Argentine Republic	<p><i>Railway Law No. 2873.</i> — It is incumbent on every undertaking or national railway management, as soon as a line is opened for public service :</p> <p>To keep the track in good order, so that it can be used without danger to trains ;</p> <p>To keep in good order the rolling-stock, which must be of a quality and quantity sufficient to meet the needs of the line ; . . . As far as the construction of the permanent way and the rolling-stock is concerned, it must conform to the models established in the respective regulations of the executive authority ;</p> <p>To set up electric telegraphs and to keep them in operation along the whole line ;</p> <p>To light up stations and level-crossings from sunset until the arrival of the last train ;</p> <p>To provide for the guarding and the operation of barriers at level-crossings ;</p> <p>To ensure vigilance over, and operation of, points where the lines change or cross ;</p>	<p><i>General regulations for traffic on national roads.</i> — Every vehicle on the public roads must be in perfect working order (Article 47).</p> <p><i>Buenos Aires Province: Regulations of transit laws.</i> — Public transport vehicles must be approved by the traffic department and their working must be tested periodically (Article 35).</p> <p>Vehicles used in operation of a concession must have the latest technical improvements. The executive authority shall have the right to insist that the proprietor shall at any time adopt the necessary apparatus and improvements (Article 37).</p>	No information.

	Railway	Road	Inland navigation
Argentine Republic (continued)	<p>To close the line at the places and over the distances decided upon by the Railway Board ;</p> <p>To establish barriers at every point where the railway crosses roads or public streets ;</p> <p>To carry out the necessary work where the railway crosses a road or street to expedite traffic ;</p> <p>To construct the aqueducts and other work necessary to carry off the water from adjoining lands. (Article 5.)</p> <p>Undertakings are obliged to carry out the work necessary to fulfil the above conditions within a period fixed by the Railway Board, but in urgent cases the Board will itself undertake the work at the cost of the enterprise (Article 6).</p> <p>No locomotive, tender or carriage may be put into public service without having been inspected and approved by the Railway Board. The same applies to stock withdrawn for repairs (Article 7).</p> <p>The Railway Board will inspect, when it considers fit, all the material, and will withdraw from service anything not sufficiently safe (Article 8).</p>		
Australia :			
Commonwealth	No information.	No information.	No information.
		* * *	
Western Australia	No information.	No information.	There are no navigable waterways.
		* * *	
South Australia	State railway vehicles and tracks are approved by the Railway Commissioner's engineers and other officers.	Passenger vehicles are approved by Government motor mechanics and in other cases by local government officers.	The registration of the River Murray steamers under the Commonwealth Navigation Act involves approval of the steamers.

**New South
Wales**

No information for railways.

Tramways. — Section 46 of the Transport Act provides :

(1) The Commissioner shall at all times cause to be made a careful inspection of the condition of the transport services under his control ;

(2) Whenever it appears to the Commissioner that, for the purpose of maintaining the traffic on any existing line : (a) a partial reconstruction, or a partial duplication, or any other addition to, or extension of, the roadway of any existing line, or part of any such line, or any bridge, viaduct, or other work ; or (b) the laying of new rails ; or (c) any other repair or alteration of any line or work controlled by the Commissioner is necessary, the Commissioner concerned shall undertake, execute, and carry out any of the works aforesaid, so far as may be required for such purpose ;

(3) During any reconstruction, repair, or alteration, the passenger and goods traffic may be conducted along temporary roadways, or otherwise, as the Commissioner may deem best for the public interest and safety.

Motor-omnibuses in Sydney and Newcastle areas must comply with specified conditions of fitness ; body designs must be approved ; the vehicles are inspected frequently. A vehicle may be ordered out of service if it is considered unsafe for operation.

Motor-omnibuses outside Sydney and Newcastle are inspected regularly by the appropriate local authority's officer.

Motor-vans are inspected regularly and must comply with conditions of fitness.

Taxi-cabs must comply with specified conditions of fitness and are inspected regularly by officers of the Commissioner for Road Transport and Tramways in Sydney and Newcastle and the appropriate local authorities' officers outside those areas.

The issue of a certificate of survey necessarily depends upon the use of satisfactory material in the construction of a vessel.

* * *

Queensland

No information.

Motor vehicles are inspected before being licensed and at intermediate periods to determine if they are road-worthy.

There is no inland navigation.

* * *

Tasmania

Private railways, truck and rolling-stock are subject to inspection by special officers.

No information.

No information.

* * *

	Railway	Road	Inland navigation
Australia (continued): Victoria	Supervision over all matters concerning railway operation is exercised by the Railways Commissioners.	Supervision, both as to the adequacy of the service provided and the efficiency of the plant and equipment, is maintained by the Transport Board through an inspectorate.	No information.
Austria	Railway material and locomotives may only be used after inspection by the competent authorities. Coaches and trucks must conform to the regulations issued by such authorities.	All motor vehicles must be passed as fit for use by the competent authority, which must re-inspect them at regular intervals.	Boats must be passed officially as fit for navigation and must conform to certain conditions specified in the regulations.
Belgium¹	<p><i>Main and local railways.</i> — Rolling-stock must comply with certain conditions, particularly as regards comfort and safety. The inspection service may prohibit the use on the railways of any rolling-stock which does not comply with the necessary conditions.</p> <p><i>Tramways and trolley-buses.</i> — No vehicle may be put into public service until it has been passed and its brakes have been tested by the inspection service; the latter may also carry out such examinations or tests as it may think fit, in the interests of public safety, while the vehicle is in use.</p>	<p><i>Carriage of passengers by road.</i> — Vehicles must comply with the technical regulations, which lay down certain conditions relating mainly to safety and comfort; they are subject to periodical inspection by bodies approved by the Transport Department. On production of reports by these bodies (which are subject to higher control by the Transport Department), the licensing authorities grant, renew or withdraw the licences of vehicles which are required to comply with the regulations. Officials and inspectors responsible for supervision may require the production of these licences.</p> <p><i>Carriage of goods by road.</i> — A Royal Decree is in course of preparation. This decree will lay down the technical conditions which must be observed by vehicles used for the carriage of goods on behalf of third parties for payment and will provide for the technical inspection of such vehicles. Technical inspection was introduced on January 1st, 1938.</p>	No information.
Brazil	No information.	See A.1 (c), page 37. <i>State of São Paulo.</i> — The regulation mentioned in (c) (page 37) contains provisions for the examination of vehicles.	See A.1 (a) and (b), page 19.

¹ See A.1 (a) and (b), page 18.

United Kingdom

The approval of the Minister of Transport is required for the opening of :

Any additional line of railway, deviation line, station, junction or level-crossing directly connected with a railway used for the public conveyance of passengers ; or

Any railway adapted for electric traction.

In the case of some tube railways, the rolling-stock is subject to the approval of the Minister.

Tramways and trolley-vehicles. — Inspection on behalf of the Minister is required before routes are approved for public traffic. New trolley-vehicles are similarly inspected where necessary.

Passenger vehicles. — All public service vehicles are required to obtain a certificate of fitness, which is only issued after inspection by a technical officer if he is satisfied that the vehicle complies with the Regulations. All public service vehicles are liable to examination at any time, and the licence may be suspended or revoked if the examiner is of opinion that the vehicle no longer complies with the Regulations. There is an obligation on the owner of a public service vehicle to report any failure or damage of a nature calculated to affect the safety of passengers or of persons using the road. He must also notify any alteration in the structure or fixed equipment of the vehicle, other than a replacement of parts. Regulations govern the equipment to be carried by public service vehicles, their seating capacity, etc.

Goods vehicles. — All goods vehicles must comply with the Regulations as to construction laid down by the Minister of Transport, but there is no obligation to obtain a certificate of fitness. It is a condition of every carrier's licence that the vehicle shall be maintained in a fit and serviceable condition, and the licensee is liable to have his licence suspended or revoked if this condition is not complied with. Goods vehicles are liable to examination at any time, and if the examiner considers that any vehicle is not fit for service, he has power to prohibit its use until the defects have been remedied.

No information.

Bulgaria

The supervision is carried out by a special service of the Department of Railways and Harbours.

Material is subject to supervision.

No information.

	Railway	Road	Inland navigation
Canada	No obligation of supervision of material.	Vehicles are inspected in some provinces.	There is supervision of material (see Canada Shipping Act, Part VIII — Steamship Inspection).
China	As regards the supervision of material, the system of centralisation is adopted. The Commission for the Purchase of Material set up by the Ministry of Railways supervises the purchase of material for all lines.	General supervision of material.	The supervision of material for the building and repair of ships is required under the Regulations to promote Shipbuilding and the Law on the Inspection of Vessels.
Ecuador	The supervision of rolling-stock is in the hands of the traffic authorities and of the railway inspection and supervision services attached to the competent Ministry.	No information.	No information.
Estonia	Supervision is carried out by the Railway Administration.	Supervision is carried out by the autonomous rural and municipal authorities, under the supervision of the Bridges and Road Administration.	Supervision is carried out by the Shipping Administration.
United States of America	Authority pertaining to equipment used in connection with railway transport is contained in the Safety Appliance Acts and is similar to that for road (see opposite).	In accordance with the provisions of the Motor-carrier Act of 1935, it is made the duty of the Inter-State Commerce Commission to establish qualifications and maximum hours of service of employees and safety of operation and equipment, in connection with transport by motor vehicle, by common carriers, by contract carriers, and by private carriers, "if need therefor is found".	The Commission (see opposite under "Road") has no authority in connection with transport by water.
Finland	State Railways have their own supervisors, who also inspect privately owned railways.	The country is divided into several inspection areas; the inspectors see that vehicles satisfy the conditions prescribed by the ordinance. All motor-buses must be inspected twice yearly, or more often if necessary. Before a motor vehicle can be used for the operation of a fixed service, it must also be inspected by the police authority mentioned on the licence.	All trading-vessels must be built, equipped, fitted out, loaded and furnished with the necessary material in such a way that the lives and property on them may be considered safe. This main provision of the Ordinance of April 17th, 1924, on trading-vessels is completed by the other provisions in the same ordinance and by certain special ordinances and regulations such as the Ordinances of October 18th, 1920, on the inspection of trading-vessels and on the

supervision of the sea-worthiness of vessels, the Ordinance of November 27th, 1926, on steamship boilers, the provisions of April 1st, 1930, on the structure, equipment and inspection of steamship boilers, etc.

France

The material is supervised by the Technical Operation Inspection Service (*Service du contrôle de l'exploitation technique*), under the control of the Minister of Public Works.

Vehicles for public transport must bear distinguishing marks to facilitate supervision. Technical inspections must be made, in order to make certain that the vehicles are kept in good condition. Such inspection is repeated every six months in the case of passenger vehicles, and every year in the case of goods vehicles. It is carried out by experts appointed by the prefect, with the approval of the Minister for Public Works, who are unconnected with the carriers. Permission to use the vehicle is withdrawn, when the latter is not in good condition, until the defects have been remedied.

Supervision of the material has been established in the interests of trade, transport co-ordination, and safety.

In the interests of trade, and for the purpose of facilitating the registration of mortgages on inland shipping, vessels are subject to registration and tonnage measurement if they have a tonnage of 20 tons or more.

In the interests of transport co-ordination, the authorisation to register a new vessel is conditional upon the production of a "*certificat de déchirage*"¹ for an equivalent tonnage in the case of ordinary vessels, and for double that tonnage in the case of self-propelling vessels (Article 4 of the Decree of May 13th, 1934, and Article 8 of the Decree of September 21st, 1934).

In the interests of safety, the Decree of April 17th, 1934, also specifies the conditions to which vessels having a power unit on board, and not subject to maritime regulations, must conform.

A Supervisory Commission is responsible for the application of the provisions of this decree. The prefect may only issue the navigation permit on production of a report drawn up by the Commission, certifying that the vessel has complied with the whole of those provisions.

¹ Certificate recording the demolition or the final unfitness for navigation of a vessel used on inland waterways.

Greece

The Ministry of Railway and Motor Transport is responsible for the supervision of the material of both forms of transport.

No inland navigation.

	Railway	Road	Inland navigation
Hungary	<p>Steam, motor or electric railways may not be constructed until the plans have been approved by the Minister for Commerce and Communications. Before it is brought into service, each traction vehicle must be examined by the competent authority, who will also cause a trial run to be made. These provisions also apply to other types of rolling-stock. The vehicles are inspected from time to time by the Ministry for Commerce and Communications at a date not fixed in advance. The railway companies must have their coaches examined at regular intervals or after a certain mileage has been covered. Steam-boilers (locomotives) for traction vehicles must be examined before they are brought into service by the competent authority, who will also test the hydraulic pressure resistance. The permit issued as a result of this examination is valid for eight years in the case of new boilers and for five years in the case of others.</p>		<p>Mechanically propelled vessels must also be inspected by the competent authority before they are brought into service, and a licence must be obtained certifying that they are fit for service. Further inspection is compulsory after they have undergone considerable repairs or if the engine or boiler has been replaced. From time to time (<i>i.e.</i>, passenger vessels every year and others every three years), they must be examined by the authorities and the result of the examination entered in the logbook.</p> <p>Every vessel employed for inland navigation with a displacement of over 20 tons must have a tonnage-measurement certificate issued in accordance with the International Convention on Tonnage Measurement concluded at Paris in 1925 under the auspices of the League of Nations; this certificate is issued after the vessel has been examined from the point of view of safety.</p> <p>Before they are brought into service, steam-boilers installed in vessels and floating appliances are examined by the authorities, who also test the hydraulic pressure resistance; a certificate valid for five years is then issued. In addition to this initial examination, boilers are inspected each year by the supervisory authority.</p>
India	<p>There is strict supervision.</p>	<p>By "supervision of the material" is understood to mean safety and comfort regulations.</p> <p>There is varying supervision, which leaves a good deal to be desired. Steps are under contemplation to improve it.</p>	<p>There is strict supervision of passenger vessels.</p>
Ireland	<p>See A.1 (c), page 40.</p>	<p>No information.</p>	<p>No information.</p>
Iceland		<p>No information.</p>	

	Railway	Road	Inland navigation
Hungary	<p>Steam, motor or electric railways may not be constructed until the plans have been approved by the Minister for Commerce and Communications. Before it is brought into service, each traction vehicle must be examined by the competent authority, who will also cause a trial run to be made. These provisions also apply to other types of rolling-stock. The vehicles are inspected from time to time by the Ministry for Commerce and Communications at a date not fixed in advance. The railway companies must have their coaches examined at regular intervals or after a certain mileage has been covered. Steam-boilers (locomotives) for traction vehicles must be examined before they are brought into service by the competent authority, who will also test the hydraulic pressure resistance. The permit issued as a result of this examination is valid for eight years in the case of new boilers and for five years in the case of others.</p>		<p>Mechanically propelled vessels must also be inspected by the competent authority before they are brought into service, and a licence must be obtained certifying that they are fit for service. Further inspection is compulsory after they have undergone considerable repairs or if the engine or boiler has been replaced. From time to time (<i>i.e.</i>, passenger vessels every year and others every three years), they must be examined by the authorities and the result of the examination entered in the logbook.</p> <p>Every vessel employed for inland navigation with a displacement of over 20 tons must have a tonnage-measurement certificate issued in accordance with the International Convention on Tonnage Measurement concluded at Paris in 1925 under the auspices of the League of Nations ; this certificate is issued after the vessel has been examined from the point of view of safety.</p> <p>Before they are brought into service, steam-boilers installed in vessels and floating appliances are examined by the authorities, who also test the hydraulic pressure resistance ; a certificate valid for five years is then issued. In addition to this initial examination, boilers are inspected each year by the supervisory authority.</p>
India	<p>There is strict supervision.</p>	<p>By "supervision of the material" is understood to mean safety and comfort regulations.</p> <p>There is varying supervision, which leaves a good deal to be desired. Steps are under contemplation to improve it.</p>	<p>There is strict supervision of passenger vessels.</p>
Ireland	<p>See A.1 (e), page 40.</p>	<p>No information.</p>	<p>No information.</p>
Iceland		<p>No information.</p>	

Japan	Supervision of the material is exercised by the Department of Railways itself as regards the national railways and by the Minister of Railways as regards the local railways.	There is supervision of the material.	All vessels are supervised by the central authorities or by the local authorities, according to their size.
Latvia	Private railways and their operation are subject to supervision by the special service of inspection established by the Railways Administration; State Railways are under the direct authority of the Minister for Communications.	A periodical inspection of means of transport is carried out by the police.	Authorisation is conditional on the means of transport being appropriate for the maintenance of the type of communication in question. Accordingly, before being taken into use, means of transport must be examined by the supervisory authority. Inspection is then carried out periodically at regular intervals, and at any time, should the supervisory authorities think fit. There are special regulations for the inspection of boats.
Liechtenstein	No information.		
Lithuania	The supervision of material and installations is governed by special regulations.	Supervision of the material — motor vehicles and boats — is in the hands of the highways authority and, in the larger towns, of the municipalities.	
Luxemburg	The regulations concerning the policing of railways require that locomotives should only be put into service by authorisation of the higher management, after they have undergone a series of tests laid down in the current regulations. They must also be provided with safety devices against fire. If, as a result of damage or for any other reason, a locomotive is ordered to be withdrawn, it can only be put into service again after a new authorisation has been granted. Service records are kept for all machines. The records required to be kept for locomotives and for locomotive and tender axles must be produced on demand to the engineers and to the agents who, under instructions from the engineers, supervise the rolling-stock and the working of the line. No passenger carriage may be put into service without the authorisation of the higher management. Such authorisation is only granted after an inspection, carried out in	The material is supervised by officials of the Public Works Department.	Inland navigation is without importance.

	Railway	Road	Inland navigation
Luxemburg (continued)	the manner laid down by the Government, to ascertain that the carriage meets the required conditions of strength and commodiousness, and that it is fully equipped from the point of view of the safety of passengers.		
Monaco	See A.1 (a) and (b), page 27		
Norway	Material is subject to supervision by the authority appointed by the Crown mentioned in point A.1 (a), page 28.	All vehicles must be approved by a motor expert appointed by the State. Such vehicles must be brought up for re-inspection after a certain interval and when called upon.	Inland navigation is without importance.
New Zealand	Supervision of the material is understood to mean the various services subject to Government supervision of their vehicles, plant, etc., but not truck. No supervision outside that of the railways administration.	<i>Road services.</i> — Goods and passenger services licensed by the Transport Department must have a certificate of fitness from that Department for the vehicles employed. <i>All other vehicles.</i> — All motor vehicles must be inspected twice annually by approved garages, who issue inspection certificates.	Inland navigation is without importance.
Netherlands : Home Territory	The material is supervised.	<i>Motor-coaches.</i> — The material is supervised. <i>Lorries.</i> — No supervision apart from the weight allowed on certain classes of road. * * *	No information.
Netherlands Indies	The supervision of railway and tramway material is carried out by the Railway Supervision Section of the Traffic and "Waterstaat" Department, according to the legislative provisions on the subject. The "Veiligheidstoezicht" of the Labour Office attached to the Department of Justice is responsible for the supervision and inspection of the boilers and machinery of locomotives.	<i>Public motor-omnibuses.</i> — The material is inspected every six months. <i>Public motor-cars.</i> — The material is inspected every six months. <i>Public lorries.</i> — See A.1 (a) and (b), page 29.	Inland navigation is without importance.

Poland	Railways and motor transport rolling-stock, and also vessels and boats, are supervised as regards their safety and suitability for transport requirements.		
Roumania	No information.	No information.	For the purpose of guaranteeing the safety of transport and navigation, the Roumanian State supervises shipping through the machinery of its navigation police and through specially appointed commissions of official experts. Periodical inspections are also made of boilers, engines, auxiliary engines, life-saving apparatus, etc.
Siam	Supervision by Department of State Railways for State Railways and by the Board of Railway Commissioners for private railways.	General supervision by traffic police and yearly scrutiny of licences.	Survey on issue or renewal of licence.
Sweden	The material of the private railways is supervised by the State through the Roads and Waterworks Department.	All motor vehicles undergo a first inspection by the inspectors appointed by the King in Council, and are entered in the motor-car register (kept by the provincial administrations). Subsequently, there are periodical inspections of motor vehicles engaged in regular passenger traffic or plying for hire and a flying inspection (supervision on the road by inspectors or policemen) for all vehicles.	As regards foreign traffic, supervision takes place, in practice, in accordance with international rules. Certain facilities are granted for internal traffic. All vessels of 20 registered tons or more for the transport of goods or passengers must be registered with the Royal Board of Trade. Inspections for seaworthiness take place at certain intervals, and a special inspection is made of passenger vessels. The inspection and control are carried out by the shipping inspectorate under the above-mentioned authority.
Czechoslovakia	Supervision of the material is exercised by the Ministry of Railways.	Motor vehicles used for regular passenger transport are subject to periodical inspection by Government supervisory officials.	No information.
Turkey	Supervision is in the hands of commissioners and inspectors. The former, who are officials of the Ministry of Public Works, supervise the lines of the concessionary companies, while the latter are employees of the General Railway Administration and supervise the State lines.	No information.	No inland navigation.

	Railway	Road	Inland navigation
Union of Soviet Socialist Republics	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.
Yugoslavia	No information.	Supervision is carried out by the authorities of the banovine.	No information.

A.1 (f). *A monopoly by the State or a concessionary company.*

A.1 (f).

	Railway	Road	Inland navigation
Union of South Africa	There is no State monopoly. The total open mileage of railways in the Union is 13,956, of which 13,189 is State owned.	No monopoly exists; any person may apply to the Board or local board, as the case may be, for a certificate for motor-carrier transport. It is, however, the function and duty of the Board or local board to determine the volume, nature and classes of motor-carrier transport which shall be permitted to operate upon any proclaimed transport area, due regard being had to existing transport facilities.	There is no inland navigation.
Argentine Republic	No information.	No information.	No information.
Australia: Commonwealth	The Commonwealth Railways Commissioner has no monopoly in connection with the conveyance of passengers and goods between the points to which his railways run.		
		* * *	
Western Australia	No guaranteed monopoly, but, in effect, railways have a monopoly where practicable.	No guaranteed monopoly, but operation of existing services given first consideration.	There are no navigable waterways.
		* * *	
South Australia	Railways are State-owned and there are no competing private lines.	On some controlled routes, there is only one licensee, but the Transport Control Board fixes maximum fares and charges.	The River Murray steamer service is practically a monopoly, but not necessarily so. At present, the river traffic does not warrant competition.
		* * *	

	Railway	Road	Inland navigation
Australia (continued): New South Wales	The Railway Commissioner has an exclusive right of operation of State-owned railways in this State, but the Government may authorise construction and operation by private companies. <i>Tramways.</i> — See A.1 (a) and (b), page 11.	There is no monopoly owner in the State or a private owner in respect of road transport operation. It might be added that the Commissioner for Road Transport and Tramways operates a number of major omnibus services and also licenses privately operated feeder services. Consequently, he is able to exercise such supervision over these services as to prevent unnecessary duplication.	There is no monopoly by the State nor by a concessionary company.
		* * *	
Queensland	No information.	No monopoly is granted in connection with road services. Road services are owned by men conducting business, mostly in a small way, and quite a large percentage are operated by owner-drivers.	There is no inland navigation.
		* * *	
Tasmania	Railways are owned by the Government in this State, except where private companies have been authorised by Parliament for special railways. State railways are not permitted to operate motor transport lines.	No information.	No information.
		* * *	
Victoria	Railways (with one or two unimportant exceptions of timber-carrying lines of short mileage) are a State-owned monopoly.	In a few isolated places, the Railways Commissioners operate road motor services. Generally, however, road motor transport is operated by private enterprise under the licensing system described under A.1 (a) and (b), page 16.	No inland navigation.

Austria There is no State monopoly. The law on railway concessions provides for a form of monopoly for existing railways, whereby, during the period covered by the concession, no person may be authorised to build another public railway line connecting the same terminal points, unless its line serves other intermediate localities which are strategically, politically, or commercially important.

A similar provision is contained in the law on motor transport to the effect that a concession may not be granted to motor services causing economically undesirable competition with railways, motor services or shipping undertakings whose districts they traverse.

In the case of shipping concessions, the regulations in force likewise recommend that special account should be taken of existing shipping undertakings, so that they may not suffer unnecessary loss.

Belgium¹

There is no monopoly as regards the main railways; the Government reserves the right to authorise any competing means of communication, and concessionaries may not claim any compensation on that account. As a matter of fact, under the present arrangement, most of the main lines form part of the "State system". This system is in the hands of a company *sui generis*, which is responsible for its operation. The law constituting the company provides that the "State system" shall be operated as an industrial undertaking and that national economic interests shall be safeguarded. The number of shares it holds gives the State a majority at the general meetings of this company, which is called the Société nationale des Chemins de fer belges.

Apart from the State Railways, there are only a few lines which are still operated by private companies under concessions.

In application of the relevant legislation, a special body — the Société nationale des Chemins de fer vicinaux — holds a concession for most of the local railways; but concessions may be granted to other companies or to private individuals if, within a year of their application for a concession, the Société nationale has not made a similar application on its own behalf, and if it has not provided the line for which the concession is granted within a time-limit fixed by the Government.

There are no monopolies as regards *tramways and trolley-buses*; the authorising body reserves the right to grant concessions by competition.

Carriage of goods by road. — There is no monopoly.

Carriage of passengers by road. — Neither the State nor any company holds a monopoly. The legislation on public motor-bus and motor-coach services provides that certificates of authorisation may not contain any clause which would prevent the competent authorities from issuing authorisations for the establishment of competing services, should such services be justified in the public interest.

No information.

¹ See A.1 (a) and (b), page 18.

	Railway	Road	Inland navigation
Brazil	Whatever the administrative regime may be, the railways possess the monopoly of railway transport in their own zone of influence. They enjoy no special advantages for road transport, however, and railways which run road services do so under the rule of free competition.	The reply does not contain special information. (See also A.1 (a) and (b), page 19.)	See A.1 (a) and (b), page 19.
United Kingdom	<p>The undertakers are given the exclusive right to charge tolls, rates, etc., in connection with the railway.</p> <p><i>Tramways and trolley vehicles.</i> — The undertakers have the exclusive right to use the equipment provided by them for working the authorised routes, and to charge tolls, rates, etc.</p>	<p><i>Passenger services.</i> — There is no monopoly in favour of any operator, except in so far as it is necessary for any other person to obtain a road service licence from the Traffic Commissioners before he can operate a service of stage or express carriages in competition. The holder of a road service licence has no right to the continuance of any benefits conferred on him by it. In London, since the formation of the London Passenger Transport Board, no other operator may, without the consent of the Board, carry in a stage or express carriage any passenger whose journey lies wholly within the Board's area.</p> <p><i>Goods services.</i> — There is no monopoly.</p>	The undertakers are given the exclusive right to charge tolls, rates, etc., in connection with the canal.
Bulgaria	There is a State monopoly.	No information.	No information.
Canada	There is no monopoly by the State nor by a concessionary company.	No monopoly by the State nor by a concessionary company.	No monopoly by the State nor by a concessionary company, except restriction of foreign vessels with respect to the coasting trade of Canada. (See Canada Shipping Act, Part XIII.)

China	<p>In principle, long-distance railways of interest to China as a whole are operated by the Central Government and local railways by the local Governments, in accordance with the regulations for the operation of public railways.</p> <p>Private individuals are authorised to construct and operate, in accordance with the regulations concerning private railways, the railways mentioned above, if they have been proposed but have not yet been constructed by the Central Government or the local Governments.</p>	<p>Provincial Governments have preference in the operation of transport service; they may also grant a transport monopoly to a concessionary company.</p>	<p>There is no monopoly by the State nor by a concessionary company.</p>
Ecuador	<p>The State has a monopoly over the State Railways and a controlling interest in the Southern Railway.</p> <p>There are at present two concessionary companies, one of which operates the Manta-Santa Ana Central Railway in the province of Manabi, while the second operates the Quito-Ibarra-San Lorenzo line (Esmeraldas Railway).</p>	<p>No information.</p>	<p>No information.</p>
Estonia	<p>There is a State monopoly.</p>	<p>Each owner of a line has a traffic monopoly.</p>	<p>Monopoly of the owner who has obtained an authorisation.</p>
United States of America	<p>Questions A.1 (f) and (g) relate to a monopoly by a State or a concessionary company, and to a right of priority granted to one means of transport, but no such monopoly or priority exists, in connection with transport in either inter-State or foreign commerce, under any Federal law in the United States, except to the extent that they may be regarded as incidental to the authority exercised by the Inter-State Commerce Commission as aforesaid (see A.1 (a) and (b), page 22) in connection with extensions and abandonments of lines of railroad and the operation thereof, and the issuance of certificates and permits in connection with transport by motor vehicles.</p>	<p>No information; see also A.1 (a) and (b), page 22.</p>	
Finland	<p>Both State and privately owned railways have a monopoly on their own railways.</p>	<p>There is no monopoly either by the State or by a concessionary company.</p>	<p>No information; see also A.1 (a) and (b), page 23.</p>
France	<p>Though the railway contracts ("<i>cahiers des charges</i>") have reserved the Government's right to authorise the organisation of other transport services in the area in which the railways are established, railway lines enjoyed a <i>de facto</i> monopoly until the introduction of motor services. During the last few years, however, the establishment of numerous road services and the improvements in water-craft have brought this monopoly to an end, so that, in order to avoid the disastrous consequences of a disorderly competition between the various means of transport, the Government has had to draw up regulations to co-ordinate rail and road transport, on the one hand, and rail and water transport, on the other (Co-ordinating Decrees of April 19th, 1934, February 25th, 1935, July 13th, 1935, and November 14th, 1936).</p>		

	Railway	Road	Inland navigation
Greece	There is no <i>de jure</i> monopoly in the case of either form of transport ; it should be noted that, in the case of road transport, the Ministry of Railway and Motor Transport determines the number of motor vehicles that may use trunk roads.		There is no inland navigation.
Hungary	Neither the State nor any concessionary company has a monopoly.	As regards motor transport, the establishment and maintenance of regular lines from one place to another is one of the rights reserved to the State. The State is, however, free to cede the exercise of this right temporarily to certain undertakings.	Neither the State nor any concessionary company has a monopoly.
India	There is a monopoly by the State.	There is no State monopoly and generally no monopolistic concessionaries.	The licensees of ferry services have a monopoly or partial monopoly for the period of the licence. Monopolies are not generally given for other services.
Ireland	No information.	No information.	No information.
Iceland	No information.		
Japan	Monopoly by the State, except in the case of some local railways. <i>Tramways.</i> — See opposite, under " Road ".	No monopoly either by the State or by a concessionary company ; both tramways and motor-buses can be owned by the State, by a public body or by a private person or persons (company, etc.).	No monopoly.
Latvia	Public railways are a State monopoly ; legislation is required for concessions and for construction or operation by private individuals or companies ; see also A.1 (a) and (b), page 26.	There is no monopoly.	Means of transport by navigable waterways are mostly in the hands of private undertakings. As regards inland waterways, there is no monopoly in Latvia, nor are there any concessionary undertakings possessing monopoly rights.

Liechtenstein

As regards road transport, a distinction must be made between transport coming under the postal monopoly and other transport.

The transport of letters and sealed packages up to 5 kg. in weight and the regular transport of passengers are subject to the postal monopoly. The regulations applicable to such transport are those of the Swiss Postal Administration, which, under the Postal Treaty concluded on November 10th, 1921, between Liechtenstein and the Swiss Confederation, are also applicable in Liechtenstein.

As regards other road transport, we would make the following observations :

The commercial transport of goods, which does not come under the postal monopoly, is subject to a Government trade concession. However, the regular operation of such a concession is not compulsory.

Lithuania	The railways are operated and supervised by the Ministry of Communications.	There are several private companies, in one of which the State is financially interested.
Luxemburg	The normal-gauge railways in the Grand Duchy are subject to the concessionary regime ; see A.1 (a) and (b), page 27.	There is no monopoly. Inland navigation of no importance.
Monaco		See A.1 (a) and (b), page 27.
Norway	See A.1 (a) and (b), page 28.	There is no monopoly either by the State or by a concessionary company. Inland navigation of no importance.
New Zealand	Railways are a State monopoly.	Road services require a licence. The Railway Department and various municipalities hold road licences over particular routes or areas but they must apply for licences through the usual channels. Preference is given to the Railways or public bodies only where an extension is No importance.

	Railway	Road	Inland navigation
New Zealand (continued)		sought to an area not served by an existing service. Otherwise they are on the same basis as private individuals or companies.	
Netherlands: Home Territory	There is no monopoly, but the State may influence the number and site of the railway lines by means of the concession.	<i>Motor-coaches.</i> — No monopoly. <i>Lorries.</i> — No information.	<i>Regular lines.</i> — No information. <i>Free navigation.</i> — See A.1 (a) and (b), page 29.
Netherlands Indies	There is no monopoly.	There is no monopoly.	Inland navigation of no importance.
Poland	No monopoly is held either by the State or by private persons or legal entities in any of the three forms of communication.		
Roumania	See A.1 (a) and (b), page 31.	No information.	There is no monopoly either by the State or by a private company.
Siam	There is no monopoly either by the State or by a concessionary company.		
Sweden	See A.1 (a) and (b), page 32.	There is no monopoly either by the State or by a concessionary company.	There is no monopoly either by the State or by a concessionary company.
Czechoslovakia	There is no State monopoly of railway transport. Most of the railway system is in the hands of the State, and is operated by it. In addition, there are private companies, of which the lines are also mostly operated by the State.	There is no State monopoly of motor transport.	No information.
Turkey	No information.	No information.	No inland navigation.

**Union of Soviet
Socialist
Republics**

See A.1 (a) and (b), page 33.

See A.1 (a) and (b), page 33.

See A.1 (a) and (b), page 33.

Yugoslavia

No information.

There is no monopoly. The right of transporting passengers or goods is granted to anyone complying with the conditions laid down in the law on undertakings.

No information.

A.1 (g). A right of priority granted to one means of transport (for instance, to the railways for the running of motor transport services).

A.1 (g). 78

	Railway	Road	Inland navigation
Union of South Africa	There is no right of priority.	No right of priority is granted. The question of public requirements and whether the applicant for a motor-carrier certificate is likely to carry on satisfactorily the transport to which the application relates shall be taken into consideration in determining whether the application shall be granted or refused.	No inland navigation.
Argentina Republic	It would not appear from the answer received that a right of priority existed.		
Australia : Commonwealth	The Commonwealth Railways Commissioner is not granted any right of priority for the running of motor transport services, or any similar service. He does not operate such services.		
		* * *	
Western Australia	Railways have a right of priority where practicable.		There is no inland navigation.
		* * *	
South Australia	The State Railways have not the right to run motor transport services without the approval of the Transport Control Board. No such services are running. Those that were were stopped by the Board chiefly because none of them was paying.	Many road services that were competing with the Railways have been stopped and about £20,000 was paid to such persons as were qualified to receive compensation under the terms of the Act. In other cases where motor transport offered special advantages to the public, even in competition with the State Railways, road licences have been issued, the Railways being protected to some extent by the road-carriers being obliged to charge minimum fares.	No information.
		* * *	

New South Wales	There is no right of priority, but the Railway Commissioner is exempted from the provisions of the Act requiring licensing of commercial motor vehicles.	There is no right of priority.	There is no right of priority.
	<i>Tramways.</i> — The tramway authority has an exclusive right of operation of trolley-buses. Motor-omnibus services are also operated by the tramway authority in the Sydney and Newcastle districts and independent motor-omnibus services are operated in these districts under licence from the Commissioner for Road Transport and Tramways.		
* * *			
Queensland	No priority of running motor transport services is granted to the railways; in fact, the railways have at present no authority to conduct road services except for through traffic — <i>i.e.</i> , traffic which has been, or is to be, conveyed some portion of the journey by rail. The policy of the State Transport Board is to prevent the unnecessary growth of duplicate overlapping services. Services that were operating at the time the State Transport Board commenced to function (April 1st, 1935) were allowed to continue, and such additional licences have been granted as the Board considers necessary. Generally, it is not the policy to allow additional undue competition with existing facilities either by rail or road.		There is no inland navigation.
* * *			
Tasmania	See A.1 (<i>f</i>), page 70.	No information.	No information.
* * *			
Victoria	There is no right of priority.	See A.1 (<i>f</i>), page 70. Whenever necessity arises, road motor services, operated by the Railways Commissioners, are co-ordinated with rail services — <i>i.e.</i> , there is through booking, combined time-tables, combined advertising, etc.	No inland navigation.
Austria	See A.1 (<i>f</i>), page 70. A railway undertaking has a prior right to run motor services within the radius which it serves, provided it is able to establish a service within a fixed time-limit and with the approval of the Federal Ministry of Commerce and Communications, when a request for a concession for that service has been made by a third party.		See A.1 (<i>f</i>), page 70.

	Railway	Road	Inland navigation
Belgium¹	<p>The Société nationale des Chemins de fer belges and the Société nationale des Chemins de fer vicinaux are subject to common law in respect of any public motor-bus services which they run or intend to run.</p> <p>Although, as a rule, authorisations to establish motor-bus services are granted subject to preliminary public tender, they may nevertheless be granted without recourse to public tender :</p> <p>(1) In the case of suburban and inter-urban lines, to the operator of a public passenger transport service for which a regular concession or authorisation has been obtained, and which serves the greater part of the principal localities for which that service is intended ;</p> <p>(2) In the case of urban lines, to the operator of a public passenger transport service for which a regular concession or authorisation has been obtained, which already serves the greater part of the traffic for which the new service is intended ;</p> <p>(3) For the continuation of a regular service which has given satisfaction.</p> <p>Operators of public passenger transport services for which a regular concession or authorisation has been obtained are deemed to include persons who have obtained a concession, or recognition as a railway or tramway for a line, even if circumstances have temporarily prevented the construction of the line.</p> <p>Lastly, the Société nationale des Chemins de fer vicinaux and the concessionaries of tramway lines are permitted by law to establish motor-bus services to improve the facilities offered by their railway lines, and authorisations to establish such services may be granted, after investigation, without recourse to public tender, by the authority which granted the railway concession.</p>		No information.
	¹ See A.1 (a) and (b), page 18.		
Brazil	No information.	<p>See A.1 (c), page 37.</p> <p>The regulations of the inter-urban traffic of the State of São Paulo contain provisions as to the desirability of the service, taking into account its effects on other existing means of transport.</p>	No information.
United Kingdom	<p>Railway companies are empowered by special Acts of 1928 to operate road transport services subject to the provisions of the general law with regard to such services, but have no priority.</p> <p><i>Tramways.</i> — There is no right of priority.</p>	There is no right of priority.	<i>Canals.</i> — There is no right of priority.

Bulgaria	There is no right of priority.	No information.	No information.
Canada	There is no right of priority.	There is no right of priority.	There is no right of priority.
China	Not yet regulated.	No right of priority is granted to any means of transport.	There is no right of priority.
Ecuador	Undertakings can develop their services in the sphere of any one means of transport as they think fit. The railways, for instance, can run auxiliary services of motor-coaches and buses and thus increase their passenger and goods traffic.		
Estonia	The Railway Administration has priority over the owners of motor services if it desires to run a service itself.	There is no right of priority.	There is no right of priority.
United States of America	See A.1 (f), page 73.	See A.1 (f), page 73.	No information.
Finland	There is no right of priority. Only the Post and Telegraph Office and the Railway Administration have the right to establish motor-bus services without a licence; the former, however, only in connection with the transport of mail. At present, nearly 90% of the motor-bus lines are in the hands of private capitalists; the remaining 10% being in the direct possession of the State.		No information.
France	<p>The co-ordinating decrees for rail and road transport provide that the right to carry passengers shall be reserved for the railways, and also for contractual motor services on routes which remain open for such traffic under the co-ordination scheme. If rail and road transport exist side by side on the same route, the railway shall have priority between the main towns and villages; for this purpose, the tariff of the road transport undertaking must be higher than the cost of the lowest class on the railway.</p> <p>During the last few years, the main railways set up subsidiary companies for the purpose of organising motor transport services. The Decree of February 25th, 1935, provided that such companies were to be gradually wound up through the non-renewal of the contracts.</p> <p>In the case of goods, road services have the right of priority for short-distance transport, and railways for long-distance transport.</p>		No information.

	Railway	Road	Inland navigation
Greece	There is no right of priority.	There is no right of priority.	There is no right of priority.
Hungary	There is no right of priority.	There is no right of priority.	There is no right of priority.
India	There is no right of priority.	There is no right of priority.	There is no right of priority.
Ireland	See A.1 (c), page 40.	See A.1 (c), page 40.	No information.
Iceland		No information.	
Japan	There is no right of priority.	There is no right of priority.	There is no right of priority.
Latvia	The Railway Administration and the Department of Posts and Telegraphs have a right of priority as regards the obtaining of concessions for the establishment of a regular motor-omnibus service for the carriage of passengers.		There is no right of priority.
Liechtenstein		No information.	
Lithuania	Railways have no right of priority.	Motor transport time-tables and tariffs are co-ordinated with those of the railways. Motor-coaches and trains must not run to the same time-tables on routes served both by the railways and by motor transport services. Motor transport passenger fares must not be lower than corresponding third-class railway fares.	
Luxemburg	The railways have no right of priority as regards the running of services by any other means of transport.	No right of priority is granted to motor-omnibus services.	Inland navigation of no importance.
Monaco		See A.1 (a) and (b), page 27.	
Norway	No right of priority. See under C, page 281.	No right of priority.	Inland navigation is without importance.
New Zealand	There is no right of priority where there is already an existing service licensed. (See also under A.1 (f), page 74.)		Inland navigation is without importance.
Netherlands : Home Territory	There is no right of priority.	No right of priority.	No right of priority.
		* * *	
Netherlands Indies	There is no right of priority.	There is no right of priority.	Inland navigation is without importance.

Poland

There is no right of priority in favour of any one means of communication.

Roumania	There is no right of priority.	No information.	There is no established right of priority for river transport services.
Siam	There is no right of priority.	There is no right of priority.	There is no right of priority.
Sweden	There is no right of priority, but there would seem to have been cases where the authorities granting concessions have given the railways preferential rights in concessions regarding, for instance, an omnibus line.	No information.	There is no right of priority. On granting concessions, for instance, for regular motor-car lines, there would, however, seem to have been cases where steamship companies with a regular service in the same district have been accorded a preferential right by the authority granting the concession to operate a motor-car line.
Czechoslovakia	The railway has a right of priority for the opening of regular road services.		No information.
Turkey	Railways enjoy no right of priority.	No information.	No inland navigation.
Union of Soviet Socialist Republics	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.
Yugoslavia	No information.	The State has a right of priority.	No information.

A.1 (h) *An obligation on the part of the transport undertaking to organise a joint service for some particular means of transport (for instance, in the form of a pool, etc.).*

	Railway	Road	Inland navigation
Union of South Africa	There is no obligation to organise a joint service.		No inland navigation.
Argentine Republic	<p><i>Railway Law No. 2873.</i> — Every undertaking is obliged to share the use of any of its stations with other companies whose lines join up with its own, the price and other conditions to be fixed by common agreement (Article 22).</p> <p>When at any point two or more railways constructed by different undertakings meet, the goods wagons and passenger carriages of either may use the lines of the other, paying rent to be fixed by mutual consent (Article 23).</p> <p>Undertakings are obliged to combine their transport services of both passengers and goods with other lines immediately adjoining theirs, although they may be of different gauge (Article 25).</p> <p><i>General Railway Regulations.</i> — Undertakings must come to an agreement concerning the conditions under which shall be effected the exchange of rolling-stock on lines of similar gauge, so that joint traffic can be carried to its destination without inconvenience and interruptions.</p> <p>These stipulations may in no way affect the requirements of each undertaking, and if considerable increases in traffic at any time of the year, or the unforeseen development of some industry or trade, make it necessary to have material right away, the undertakings which have lent material may demand from those who have borrowed it an equivalent number of vehicles (Article 120).</p> <p>(In all the above cases, the railway management will intervene if the railway undertakings have not come to the necessary agreements between themselves within a stipulated time.)</p>	No information.	No information.

**Australia:
Commonwealth**

The Commonwealth Railways Commissioner seeks every opportunity of organising joint services between the railways controlled by him and the contiguous State owned railway services of Western Australia, South Australia and New South Wales ; and also the railway services of Victoria and Queensland. This includes train services, through passenger and other coaching traffic, through goods traffic (including live stock), and the inter-changeability of rolling-stock where the gauges of contiguous railways (*e.g.*, Commonwealth and South Australian) are the same. The breaks of gauge where the Commonwealth railways connect with the State systems are an effective barrier against the common use of rolling-stock, workshop facilities, and such like.

* * *

**Western
Australia**

No obligation to organise a joint service.

No obligation to organise a joint service, but in two or three instances operators are required to work in conjunction with rail services (but not in the form of a pool).

There are no navigable waterways.

* * *

**South
Australia**

In a few instances, road services have been established complementary to the railway services, the tickets issued by the railroad department covering the complete journey by rail and road. These co-ordinated services have taken the place of through road services, the fares and time of journey being practically the same now as formerly.

No information.

* * *

**New South
Wales**

No obligation rests upon the Commissioner for Railways to organise a joint service, but in certain circumstances such services have been organised voluntarily.

There is no direct provision, but the conditions of a licence for a commercial goods and passenger vehicle may provide for such an obligation.

Time-tables for passenger ferry service are so arranged that there is no clashing of services.

	Railway	Road	Inland navigation
Australia (continued): New South Wales (continued)	<i>Tramways.</i> — No obligation is imposed upon the Commissioner for Road Transport and Tramways to organise a joint service, but in certain circumstances such services have been organised voluntarily.	* * *	
Queensland	No obligation to organise a joint service.	* * *	No inland navigation.
Tasmania	There is no obligation to organise joint services, except that the Transport Committee may fix time-tables and rules for the purpose of co-ordinating the different forms of transport.	* * *	
Victoria	Ideally, the fundamental objective of the legislation is, through the decisions of the Transport Board, to evolve a planned economy in which rail and road transport are co-ordinated.		There is no inland navigation.
Austria	No obligation to organise a joint service.		
Belgium ¹	There is no obligation on the part of the operators of the various transport services to organise joint services. Nevertheless, under duly approved agreements, the few main railways still operated by private companies offer the same tariffs and conditions of transport as the "State system" operated by the Société nationale des Chemins de fer belge. As regards local railways, although they belong to one company (Société nationale des Chemins de fer vicinaux) and are subject to general regulations, their accounts are separate and they are granted tariffs or allowed exemptions suited to the requirements of their local or regional activities.		No information.
Brazil	The Brazilian railways are under no obligation to organise joint services. Reciprocal traffic is optional, and through traffic is obligatory for railways, either by direct junction or over other lines. Moreover, railway concerns have the right to enter of their own accord into bilateral agreements with road transport concerns, fixing the routes over which the traffic is to pass by rail or by road, the total freight rates, and the percentage due to each transport system.		Inland waterways undertakings are not required to organise a joint service, as competition is free.

¹ See A.1 (a) and (b), page 18.

**United
Kingdom**

All railway and canal companies working railways or canals forming part of a continuous line of communication, or having their stations or wharves near together, are required to afford due and reasonable facilities for receiving and forwarding each other's traffic without unreasonable delay or undue preference. These reasonable facilities for through traffic include the granting of through rates or fares on the reasonable request of any railway or canal company or any trader or other person interested in the through route. (See also C.5 (d), page 269, as regards interchange of traffic between railways and canals.)

An important measure of co-ordination of passenger transport facilities was effected by the London Passenger Transport Act, 1933. The Act created a public authority, known as the London Passenger Transport Board, and charged it with the duty of providing an adequate and properly co-ordinated system of passenger transport throughout an area known as the "London Passenger Transport Area", and covering nearly 2,000 square miles. To this body has been transferred all the local railway, tramway and omnibus undertakings in the London area, so that the whole of the passenger transport in the area, other than that for which the main line railways are responsible, is brought under the management of the Transport Board. The Act also provides for the pooling between the Board and the main line companies of their receipts from passenger transport in the London area and for the creation of a Standing Joint Committee of eight persons — four appointed by the Transport Board and four by main line companies — to secure proper co-ordination of their respective services. The Railway Rates Tribunal is empowered to revise the fares charged by the Transport Board and the main line companies in the Board's area.

Tramways and trolley vehicles. — Joint services are provided only by means of voluntary working agreements between the authorised undertakings concerned. (See also reply above.)

See opposite, under "Railway".

Bulgaria

No obligation to organise a joint service.

No information.

No information.

Canada

No obligation to organise a joint service.

	Railway	Road	Inland navigation
China	The majority of Chinese railways are State undertakings. Private or public undertakings not State owned are also under the supervision of the Ministry of Railways. Agreements have been concluded to facilitate connections, but, apart from these contracts, there is no organisation in the form of a pool or other similar agreement.	No obligation, for the time being, to organise a joint service.	Under the Regulations relating to the means of promoting co-operation between shipping undertakings, undertakings serving the same ports must co-operate with each other. Persons failing to observe this regulation are punished by the withdrawal of their licence. In such a case, other vessels are authorised to continue the service.
Ecuador	No information.	There is no obligation on the part of the companies to organise joint motor transport services. (See A.1 (g), page 81.)	No information.
Estonia	No obligation to organise a joint service.	Concessions for lines in country districts are granted, if possible, in groups. The services for which special tenders are invited, the aggregate number of groups and the number of services placed in each group are fixed in the case of the rural services by the Minister of Communications, on the proposal of the Director of the Bridges and Roads Administration.	No obligation to organise a joint service.
United States of America	There is no obligation placed upon any transport agency in the United States to form a pool, etc. Through routes, joint rates, and use of terminals may be required by order of the Inter-State Commerce Commission properly to ensure reasonable service by carriers under its jurisdiction. Pooling of freight, revenues, or traffic may be authorised by order of the Commission where found to be in the public interest. Consolidations, mergers, and acquisitions of control by purchase of stock, etc., are placed, generally, under the control of the Commission by provisions contained in the Inter-State Commerce Act and the Motor-carrier Act of 1935; and, in granting authority in accordance with such provisions, the Commission is authorised to prescribe reasonable conditions with which the carriers must comply in order to obtain the benefit of action taken by the Commission in the premises. The pooling of freights of different and competing railroads and the division between them of either their gross or net earnings are prohibited by provisions contained in the Inter-State Commerce Act, unless authorised by the Commission after hearing upon application, but no similar provisions are contained in the Motor-carrier Act.		
Finland	Every privately owned railway is obliged to run a joint service with another railway.	There is no obligation, but nearly all the undertakings operating road transport services belong to the same union — the Union of Undertakings operating motor-car and motor-bus lines. There is no pool.	No information.

France	Ever since railways came into existence, efforts have been made to conclude agreements to eliminate competition between the various systems and promote collaboration, or to facilitate the operation of lines in which several systems were interested ; <i>e.g.</i> , the sharing of the Paris-Bordeaux traffic between the <i>Elal</i> and the <i>Paris-Orléans</i> , the grouping of the systems into syndicates for the operation of the "circle" lines (<i>ceintures</i>) and, more recently, a re-distribution among the syndicates of the work of operating these <i>ceintures</i> , amalgamation of the <i>Paris-Orléans</i> and <i>Midi</i> operating services. Agreement concluded between the <i>Paris-Orléans</i> and the <i>Elal</i> providing that the latter should operate the Savenay-Landerneau line and its branch lines, etc.	No information.	No information.
Greece	The obligation to organise a joint service exists for certain places prescribed by the laws in force.		
Hungary	Railway undertakings have the right to conclude, either among themselves or with foreign undertakings, agreements for the organisation of a joint service.	The licensing authority may require undertakings to participate in a joint service in some particular means of transport.	Undertakings have the right to conclude, either among themselves or with foreign undertakings, agreements for the organisation of a joint service.
India	No obligation to organise a joint service.		
Ireland	No information.		
Iceland	No information.		
Japan	The Minister of Railways sometimes orders a joint service for some particular means of transport to be organised in the public interest.	No obligation to organise a joint service.	
Latvia	No obligation to organise a joint service.		
Liechtenstein	No information.		
Lithuania	No information.	Water and road transport undertakings running inter-urban services are organised into regional associations to facilitate the apportionment of joint receipts.	
Luxemburg	No obligation to organise a joint service.		Inland navigation is without importance.

	Railway	Road	Inland navigation
Monaco	See A.1 (a) and (b), page 27.		
Norway	No obligation to organise a joint service.		Inland navigation is of small importance.
New Zealand	There is no obligation to organise a joint service, but in some cases competing services have been either amalgamated or their time-tables co-ordinated. A series of short runs have also been co-ordinated to give a through service between two distant points, and other services have been made feeder services to the railways. The obligation to co-ordinate road services rests with the Transport Licensing Authorities.		Inland navigation is of small importance.
Netherlands : Home Territory	No obligation to organise a joint service.		No information.
	* * *		
Netherlands Indies	No obligation to organise a joint service.		Inland navigation is without importance.
Poland	It is proposed to introduce joint services (railways plus motor vehicles) on some lines.		No obligation to organise a joint service.
Roumania	There is no obligation to organise a joint service.	No information.	There is no obligation in the case of shipping undertakings, but joint services are not prohibited.
Siam	No obligation to organise a joint service.		
Sweden	No obligation to organise a joint service.		
Czechoslovakia	Railway companies are obliged to effect the transshipment of goods in stations where the latter have to be transferred from one line to another.	No obligation to organise a joint service. No information.	
Turkey	No information.	No information.	No inland navigation.
Union of Soviet Socialist Republics	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.	See A.1 (a) and (b), page 33.
Yugoslavia	No information.	No obligation to organise a joint service. No information.	

A.2. Tariffs:

A.2.

- (a) Are there any fixed tariffs and, if so, by whom are they drawn up and, if necessary, authorised?
- (b) Is any supervision exercised over tariffs and, if so, under what conditions?
- (c) Is the publication of tariffs compulsory?

	Railway	Road	Inland navigation
Union of South Africa	<p>(a) Fixed tariffs are drawn up and approved by the Railways Administration, empowered by the Railways and Harbours Regulation Control and Management Act, No. 22 of 1916.</p> <p>(b) The supervision of tariffs is in the hands of the Railway Administration.</p> <p>(c) The publication of tariffs is not compulsory, but it is done.</p>	<p>(a) Fixed tariffs exist in respect of road motor services operated by : (i) the railways; (ii) municipalities; (iii) certain private transport undertakings. In the case of (i), tariffs are fixed by the Railway Administration; (ii) by municipalities — each within the area of its jurisdiction; and (iii) by the company or individual operator, subject to the approval of the Road Transportation Boards.</p> <p>In determining whether any application for a motor-carrier certificate shall be granted or refused, the reasonableness of the charges which the applicant proposes to make for such transport shall be taken into consideration by the Board or Local Board, who may also fix the scale of charges in respect of any road motor service operating on a certificate.</p> <p>(b) The scale of charges as accepted and laid down by the Board or Local Board shall be adhered to and uniformly applied in respect of all motor-carrier transport undertaken by the holder of a certificate and his servants. Supervision is exercised by the Board's inspector.</p> <p>(c) Scales of charges relating to the conveyance of passengers and/or goods, unless embodied in the certificate, shall, in the case of passenger vehicles, be exhibited in a conspicuous place on the vehicle and, in the case of goods or dual-purpose vehicles, shall be carried on such vehicle and on demand be exhibited to any interested person.</p>	No inland navigation.

	Railway	Road	Inland navigation
Argentine Republic	<p>(a), (b) and (c) : <i>General railway regulations.</i> — Tariffs for the transport of passengers and excess luggage must be communicated to the General Railway Directorate and be communicated to the public in the manner prescribed for time-tables (Article 33).</p> <p>Undertakings shall communicate to the Railway Directorate and shall publish their tariffs and regulations for the transport of goods in the manner prescribed for the tariffs and regulations for passengers. Changes which may be introduced shall be communicated to the public one month before they are put in force; tariffs relating to the transport of passengers and goods shall be reasonable and fair (Article 44).</p>	<p>(a), (b) and (c) <i>General regulations for traffic on national roads.</i> — In preparing the regulations of the National Traffic Law, the National Directorate of Road Services will include provisions to the effect that the tariffs to be charged for the transport of passengers and goods shall be reasonable and fair (Article 96).</p> <p><i>Province of Buenos Aires: Transit Law No. 4375.</i> — Article 13 fixes the maximum tariffs to be charged.</p>	<p>(a), (b) and (c) <i>Special decree regulating Law No. 2873.</i> — So that the tariffs fixed shall be reasonable and fair, national shipping undertakings which have one or more vessels with a fixed itinerary, and with postal privileges, are obliged to send to the General Prefecture of Ports a table of passenger and goods tariffs (Article 19).</p> <p>The General Prefecture of Ports is authorised to examine the tariffs and to accept or to alter them (Article 21).</p> <p><i>Decree requesting navigation undertakings to communicate their tariffs for the transport of goods.</i> — The General Marine Prefecture will require national navigation undertakings carrying goods to communicate to it their tariffs, which shall be made known to the public (Article 1).</p> <p><i>Regulations for the navigation of coasts, etc.</i> — Every vessel used for the transport of passengers must display the official tariff in a prominent place (Article 119).</p>
	<p><i>Law No. 12346 on transport co-ordination.</i> — Tariffs for passengers, parcels and goods for every transport undertaking, with the exception of the railways, must be submitted to the approval of the National Committee on transport co-ordination (Article 6).</p>		

**Australia :
Commonwealth**

(a) There are two fixed tariffs in connection with the Commonwealth Railways. One of these is the "Goods and Live-stock Rates Book", which deals with :

- (1) General conditions and classification of goods;
- (2) Mileage rates for goods;
- (3) Miscellaneous charges and special rates;
- (4) Inter-system goods rates and conditions;
- (5) Live-stock rates and conditions;

- (6) Wharfage rates and conditions; and
- (7) Distance and accommodation table.

The other is the " Passenger Fares and Coaching Rates Book ", which deals with :

- (1) General conditions applicable, whether the traffic is inter-system or local;
- (2) Fares, rates, charges, and conditions applicable to inter-system traffic only;
- (3) Fares, rates, charges, and conditions applicable to local traffic;
- (4) Lists of stations and mileages;
- (5) By-law relating to offences, etc.

The tariffs are drawn up by the Chief Traffic Manager, approved by the Commissioner, and recommended by him for approval by the Ministerial head of the Department.

The Commissioner has power to fix a special toll or charge for the conveyance of any special article or parcel of goods, provided that the same toll or charge shall apply alike to all persons using the railways under the same conditions; and he may enter into any agreement or contract with the Postmaster-General for the performance of any service for the Postmaster-General.

(b) The tariffs are constantly under supervision, and the rates and conditions prescribed therein may be altered to accord with circumstances. For instance, the classification rates for wool, live-stock, etc., may have to be reduced to meet any lower prices for the commodities, or to fit special circumstances, as droughts. Special rates for inter-system traffic may be agreed to with the State Railways, so as

	Railway	Road	Inland navigation
Australia (continued): Commonwealth (continued)	<p>to obtain traffic from other competitors (steamers, aircraft, motors) or to retain it.</p> <p>(c) The publication of tariffs is compulsory. Any publication purporting to contain a list of the tolls, fares, charges and conditions recommended by the Commissioner and approved by the Minister, and which is printed by the Government printer, is <i>prima facie</i> evidence that the tolls, fares, charges and conditions contained therein were so recommended and approved, and, until the contrary is proved, that they are still in force.</p> <p>Each quarter of the year the Commissioner furnishes the Minister with a report which includes the special rates which have been made and the reason for making them.</p>		
Western Australia	<p>(a) The tariffs are fixed by the Administrative Head and approved by the controlling Minister of the Crown.</p> <p>(b) No supervision is exercised over the tariffs.</p> <p>(c) Tariffs are published in the Government <i>Gazette</i>.</p>	<p>(a) Tariffs are authorised by a controlling Board. Tariffs are also fixed by that Board, if necessary, but otherwise they are drawn up by various operators and submitted for approval.</p> <p>(b) There is no particular supervision of tariffs.</p> <p>(c) Publication of tariffs is not compulsory.</p>	There are no navigable waterways.
South Australia	<p>(a) The general railway tariff is drawn up by the Railways Commissioner, and is approved by the Governor in Executive Council, and subsequently sanctioned by both Houses of Parliament, and published in the Government <i>Gazette</i>. No increase in the railway rates of fares may be made without similar authority. The Commissioner is empowered at his discretion to make reductions in tariff charges; all such charges, however, must be published in the Government <i>Gazette</i>.</p>	<p>(a) The maximum fares and rates for each individual service are fixed by the Transport Control Board according to the circumstances of each case. In some cases, where there is railway competition, minimum rates are fixed.</p>	(a), (b) and (c). See A.1 (a) and (b), page 10.

(b) The Commissioner is subject to supervision by Parliament as to tariffs, as outlined in (a) above.

(c) The general railway tariffs and any alteration thereof, as well as any special tariff, must be published in the *Government Gazette*.

(b) The road-carriers pay a percentage of their earnings as a licence fee and make monthly returns of their earnings. From time to time, these returns are checked with their way-bills and ticket books by Transport Control Board officers, who see that the prescribed charges are not exceeded.

(c) The road rates are not published, but the maximum rates chargeable can be obtained on application to the Transport Control Board.

* * *

New South Wales

(a) and (b) There are fixed tariffs which are drawn up by the Commissioner and submitted for the approval of the Governor in Council in the form of by-laws. The Government Railways Act provides that such by-laws must be published in the *Government Gazette* and be laid before both Houses of Parliament within fourteen sitting days after publication if Parliament is in session, and if not, then within fourteen sitting days after the commencement of the next session.

If either House of Parliament passes a resolution of which notice has been given at any time within fifteen sitting days after such by-laws have been laid before such House disallowing any by-law or part thereof, such by-law or part shall therefrom cease to have effect.

Attention is also drawn to the following provisions of the Government Railways Act relative to the question of tolls, which are self explanatory :

“ 24 (2) Subject to the provisions of this Act, all such tolls shall, at all times, be charged equally to all persons, and after the same rate, whether per ton, per mile, or otherwise, in respect of all passengers and of all goods or carriages of the same description and conveyed or propelled by a like carriage or engine passing over the same portion of the

(a) and (b) Motor-omnibus fare schedules in regard to both Government owned and privately operated services are approved by the Commissioner for Road Transport and Tramways in the case of Sydney and Newcastle operations, and in other parts of the State by the appropriate local authority.

In Sydney and Newcastle districts, the maximum fares to be charged in connection with taxi-cab hirings are fixed by regulation. Outside these areas, the local authority may fix the rate of fare.

The maximum freight to be charged in connection with the carriage of goods by motor-van is fixed by regulation.

(a) Passenger ferry fares have to be approved by the Board, and particulars inserted in the *Government Gazette*.

(b) The Board satisfied itself that fares are reasonable.

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : New South Wales <i>(continued)</i>	<p>line of railway and under the same circumstances ; and no reduction or advance in any such tolls shall be made, either directly or indirectly, in favour of or against any particular company or person travelling upon or using the railway.</p> <p>“(3) For the purpose of securing the carriage and conveyance by the railways of live-stock or goods or parcels which in the opinion of the Commissioner may not be so secured if a toll or charge at the rate prescribed is charged the Commissioner may notwithstanding the foregoing provisions of this section direct in respect of the carriage or conveyance of such live-stock or goods or parcels in any particular case the charging of a toll or charge lower than the then existing rate of toll or charge so prescribed or the making or giving of any concession whether prescribed or not.</p> <p>“(4) Where competition with the railways by motor traffic exists the Commissioner may enter into a contract with any person to convey during such period as is specified in the contract the whole of his live-stock, goods or parcels, or the proportion thereof therein specified at a special rate or charge lower than the prescribed rate or charge or at any prescribed concession rate or charge or with any prescribed rebate or concession.</p> <p>“(5) In case of the breach of any such contract, the Commissioner may, with the approval of the Governor, direct that an additional charge, not being in excess of one-half of the prescribed charge then in force, shall be paid by the person who has made such breach, in respect of such of his live-stock or goods or parcels as are from time to time consigned by him during the whole or part of the then unexpired period of the contract.”</p>		

(c) Railway tariffs are issued in the form of by-laws as referred to in (a) and (b) above, and require to be published, in the first instance, in the State Government *Gazette*. Copies are also exhibited at Stations, etc., and are on sale to the public at what may be regarded as a nominal price.

Tramways. — (a) and (b) There are fixed tariffs which are drawn up by the Commissioner and submitted for the approval of the Governor in Council in the form of regulations. The Transport Act provides that such regulations must be published in the Government *Gazette* and be laid before both Houses of Parliament within fourteen sitting days after publication if Parliament is in session, and if not, then within fourteen sitting days after the commencement of the next session.

If either House of Parliament passes a resolution of which notice has been given at any time within fifteen sitting days after such regulations have been laid before such house disallowing any regulation or part thereof, such regulation or part shall therefrom cease to have effect.

(c) Tramway tariffs are issued in the form of regulations as referred to in (a) and (b) and require to be published, in the first instance, in the State Government *Gazette*. Tariffs are also published in the book of tramway timetables, which is issued free of charge to the public upon application.

(c) The publication of tariffs is not compulsory. The authorised fares, however, must be displayed in all public passenger vehicles.

(c) Particulars are inserted in the Government *Gazette*.

* * *

Queensland

(a) and (b) The railway tariffs must be approved by the Governor in Council. There is no control over road tariffs, with the exception of those applicable to passenger vehicles.

No inland navigation.

(c) The publication of the railway tariffs is compulsory, but no such provision exists in connection with road tariffs, with the exception of road passenger vehicles.

* * *

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : Tasmania	<p>(a) Railway tariffs are fixed by the Commissioner.</p> <p>(b) No information.</p> <p>(c) The tariffs of the Government Railways require to be published in the Government Gazette.</p>	<p>(a) Road service tariffs are fixed by the transport Committee.</p> <p>(b) Tariffs of road services are supervised by an officer of the Transport Committee.</p> <p>(c) The road service tariffs are a condition of the licence issued.</p>	<p>(a), (b) and (c) Inland navigation services are not subject to any supervision.</p>
* * *			
Victoria	<p>(a) A general scale of fares for the conveyance of passengers and the rates for the carriage of goods are embodied in the by-laws made by the Victorian Railways Commissioners and confirmed by the Governor in Council. In addition, there are many special rates designed to meet competition and to attract traffic.</p> <p>(b) It is presumed the object of the question is to ascertain whether there is any public body, such as the Railways Rates Tribunal in England, which exercises supervision over railway tariffs. There is no such tribunal in this State.</p> <p>(c) Pursuant to the provisions of the Railways Act, the general tariffs which have been approved by the Governor in Council are required to be published in the Government Gazette.</p> <p><i>Exceptions.</i> — In order to meet road transport competition, the rates for which are not regulated, it has been found necessary to depart from the principle referred to in (a), (b) and (c) by the quotation of special rates on freight contract with consignees or by agreement with individual consignors.</p>	<p>(a) The Transport Board has the power to fix fares on road passenger services, and fare schedules must be published.</p> <p>(b) The Transport Board has no power to fix charges for the carriage of goods, and the publication of freight rates for the carriage of goods by road motor vehicles is not compulsory at present, but there is power in the Statute by Regulation to require publication of goods rates.</p>	<p>Inland navigation of no importance.</p>

Austria

(a) Fixed tariffs exist. They are subject to the approval of the Federal Government, in the case of the Federal Railways, when fundamental changes have to be made in the general provisions of the tariff, when the basis of the tariff is modified, or when important changes have to be made in the special tariffs for national economic reasons. In the case of private railways (except local railways), nearly all tariff amendments require the approval of the Federal Ministry of Commerce and Communications, in accordance with the provisions of the deed of concession.

(b) The State does not exercise any systematic supervision over tariffs. The Federal Ministry of Commerce and Communications may, however, in its capacity as supervising authority, take action whenever an infringement has been reported. Supervision of motor-lorry services is limited, in respect of tariffs, to the enforcement of the minimum tariffs laid down in the "Ordinance governing Motor-lorry Traffic".

(c) The publication of railway tariffs is compulsory.

(a) Fixed tariffs exist in the case of motor services. They are subject to the approval of the authority granting the concession. Motor undertakings not operating services on specified routes are not subject to fixed tariffs, but in order to safeguard the interests of the railways with which they compete, they are not allowed to charge a tariff which is lower than the minimum prescribed in the "Ordinance governing Motor-lorry Traffic".

(c) The publication of the tariffs for motor transport services is compulsory.

(a) Fixed tariffs are only charged in the case of certain classes of transport. Thus the "First Danube Navigation Company" has a fixed tariff for single parcels and for certain articles laden in bulk (cereals, flour, wood).

The tariffs must be approved by the navigation authority in all cases in which this is stipulated by the deed of concession.

(c) Shipping undertakings may be required to publish their tariffs under the provisions of their deed of concession.

Belgium¹

(a) The main railways have fixed tariffs. The tariffs on the lines of the Société nationale des Chemins de fer belges are fixed by the Company's Board of Management, but the Government is entitled to demand a reduction of, or prohibit, a rise in tariffs.

On the few lines still operated by concessionary companies, the tariffs — which are generally the same as those in force on the S.N.C.B. lines — must first be approved by the Government.

The tariffs of the local railways are fixed by the Société nationale des Chemins de fer vicinaux, subject to Government approval. The Government is, however, entitled to require an increase or to prohibit a reduction in the rate.

Tramways. — Each service has its own special tariffs. These tariffs vary, subject to

(a) Carriage of passengers by road :

Motor-coaches. — Operators are free to establish their own tariffs.

Motor-buses. — The tariffs usually vary from line to line. They are fixed in the specifications drawn up by the authorising body and approved by the Government.

Carriage of goods by road :

Up to the present, undertakings have been free to fix their own tariffs.

(a) and (b) No information.

¹ See A.1 (a) and (b), page 15.

	Railway	Road	Inland navigation
Belgium (continued)	<p>the approval of the Department, in accordance with a formula which takes into account, in particular, wages, the price of coal, and the price of electric power.</p> <p>(b) The object of Government supervision of railway tariffs is to safeguard national economic interests, and to see that the operators do not conclude separate agreements in disregard of tariff rates or conditions.</p> <p>On the concessionary and local railways, supervision is usually exercised previous to the introduction of any new tariff measure, as the approval of the Department is required by law in the case of these lines.</p> <p>Supervision is exercised <i>a priori</i> in the case of tariff increases and <i>a posteriori</i> in all other circumstances on the Société nationale des Chemins de fer belges.</p> <p>As regards tramways and trolley-bus services,</p>	<p>(b) As regards motor-bus services,</p> <p>supervision of the tariffs is exercised by the representatives of the authorising body and by the officials of the Government Inspection Service; the object of this supervision is to see that the concessionary companies do not depart from the duly approved tariffs. It is also designed to follow up fluctuations in traffic and to enable the Government to reach decisions with a full knowledge of the situation as regards proposals for modifying the tariffs introduced by the operating companies.</p> <p>(c) Except in the case of motor-coach services and services for the carriage of goods by road, all means of transport are required to publish their tariffs.</p>	
Brazil	<p>(a) and (b) Railway tariffs are approved by the Federal or State public authorities on the advice of the tariff boards, which act as advisory bodies.</p> <p>(c) The publication of tariffs is obligatory, and their application is controlled by the Governments.</p>	<p>(a), (b) and (c) The tariffs in force on the roads are governed by the principle of free competition. It is in the interest of each transport concern not to fix excessive rates if it does not wish to lose its customers.</p>	<p>(a) The tariffs of undertakings holding a contract to operate a subsidised inland waterways service are fixed by the Government and specified in the respective contracts.</p> <p>(b) Tariffs are supervised by a technical department which is competent to impose a fine in the event of their infringement.</p>

(a), (b) and (c) Freight rates are fixed by direct negotiation between the railways and industrial undertakings, but only come into force after approval by the competent authority.

(c) Tariffs must be published in the *Official Journal of the Government*.

United Kingdom

(a) The Railways Acts, 1921, provided for the amalgamation of the large number of railway companies then existing into four main groups, apart from the London underground railways and a few purely local lines. The Act created a special court, called the Railway Rates Tribunal, to which it gave jurisdiction over railway charges.

Standard charges settled by the Tribunal came into force on January 1st, 1928. The Act empowers the railway companies to charge the standard charges and prohibits any variation save by way of an exceptional rate or exceptional fare continued, granted or fixed under its provisions.

The railway companies are at liberty to grant new exceptional rates for merchandise below the standard charges, provided that a new exceptional rate shall not, without the consent of the Tribunal, be more than 40% below the standard rates chargeable. All exceptional rates must be reported to the Minister of Transport. The railway companies may also charge passengers fares below the standard fares in such circumstances as they think fit, but they are required to report to the Minister particulars of all exceptional fares which are below the ordinary fares.

In addition to the standard charges, the railway companies are empowered to make reasonable charges for accommodation or services provided or rendered by them but not covered by such charges.

(a) *Passenger services.* — The fares to be charged on stage and express carriages are fixed by the Traffic Commissioners by means of an approved fare table attached to the road service licence. There is no control over the charges for contract carriages.

Goods services. — There is no control; the question of rates is specifically excluded from the control exercised by the licensing authorities.

(a) The actual conveyance of traffic on canals is usually performed by non-statutory companies and individuals, known as by-traders, who are not themselves the owners of the canals; but in a few cases, the canal companies themselves are also carriers of traffic. Maximum tolls and charges for the use of canals by by-traders conveying traffic, and also maximum rates for conveyance where canal companies act as carriers, are prescribed in the Special Acts or Orders relating to the undertakings. Subject to these maxima and also to the power of the Minister of Transport noted under question (b) below, canal companies are free to make such charges as they think fit, provided they do not infringe the general prohibitions against giving an undue or unreasonable preference.

The provisions of the Railway and Canal Traffic Acts with regard to undue preference, to which reference has been made in the opposite column dealing with railways, apply to canal undertakers. The subsequent modifications of those provisions, which were made in the case of railway companies by the Railways Act, 1921, do not apply to canal undertakers.

	Railway	Road	Inland navigation
United Kingdom <i>(continued)</i>	<p>The Road and Rail Traffic Act, 1933, provides that a railway company may make such charge or charges for the carriage of the merchandise of any trader, or for any part thereof, as may be agreed between the company and that trader, subject to certain safeguards and to the approval of the Railway Rates Tribunal, who are prohibited from approving, if, in their opinion, the object to be secured by the making of the charge could adequately be secured by the grant of exceptional rates under the Railways Act, 1921.</p>		

By Section 2 of the Railway and Canal Traffic Act, 1854, a general prohibition against giving any undue or unreasonable preference or advantage on railways was enacted. No definition of "undue preference" has been formulated by Parliament, and the Railway and Canal Commissioners, with whom lies the jurisdiction to determine complaints arising under these provisions, are in these circumstances, broadly speaking, free to attach such meaning to the term as appears to them to be proper in connection with any particular case. It is, however, provided by Section 27 of the Railway and Canal Traffic Act, 1888, that when a railway company treats two traders, or classes of traders, differently in similar circumstances, either as regards charges or otherwise, the burden of proving that such difference of treatment does not amount to undue preference shall lie on the company. The Commissioners are also by that section expressly authorised to take into consideration in such cases, if they think fit, the question whether any such difference in treat-

ment is necessary for the purpose of securing in the interests of the public the traffic in respect of which it is made, provided that no difference in the treatment of home and foreign merchandise in respect of the same or smaller services shall be made. Also, by Section 29 of the Railway and Canal Traffic Act, 1888, railway companies are expressly authorised to group together places in the same district for the purpose of fixing uniform charges, provided that they do not thereby create an undue preference. Under the Road and Rail Traffic Act, 1933, railway companies are exempted in respect of an "agreed" charge approved by the Railway Rates Tribunal, or a charge fixed by them under the provisions of Section 37 of that Act, from provisions relating to undue preference.

Tramways and trolley-vehicles. — Within maxima fixed in Special Acts and Orders, the undertakers have liberty, subject to the power of the Minister of Transport noted under (b) below, to make such charges as they think fit.

(b) The Railways Act, 1921, provided that the charges to be fixed in the first instance for each of the four amalgamated companies established by the Act should be such as would, together with the other sources of revenue, in the opinion of the Railway Rates Tribunal, so far as practicable yield with efficient and economical working and management an annual net income (known as the standard revenue) equivalent to the aggregate net revenue in the year 1913 of the companies comprising the amalgamated company, together with certain specified additions. The Act requires the Tribunal to review the standard charges and the exceptional charges periodically, and directs that, if on any such review it is found that the net revenue of any amalgamated company is substantially in excess of or below the standard

(b) See reply to (a) above.

(b) It is now usual to include in the Special Acts and Orders relating to canals provisions which enable the Minister of Transport to revise the charges made by the undertakers under these authorities. The exercise of this power is, however, generally conditional upon an application being made by representative bodies of users or by the undertakers, and after reference to an Advisory Committee. The power of revision is not usually limited by the maximum charges prescribed in the relevant Statutes.

	Railway	Road	Inland navigation
United Kingdom (continued)	<p>revenue and likely so to continue, the Tribunal shall modify the charges so as to effect a reduction in subsequent years of 80% of such excess or, in the event of a deficiency, an increase, so as to enable the standard revenue to be obtained. The Tribunal reviews the charges annually.</p> <p><i>Tramways and trolley vehicles.</i> — In the enactments conferring power to operate tramways and trolley vehicles and prescribing maximum charges for these two forms of transport, provision is made for revisions of the charges by the Minister of Transport when circumstances warrant this course. The Minister's power is usually subject to the maximum charges prescribed by the Statute.</p> <p>(c) The publication of tariffs is compulsory.</p> <p><i>Tramways and trolley vehicles.</i> — The publication of tariffs is compulsory.</p>	<p>(c) <i>Passenger services.</i> — The Traffic Commissioners require a copy of the fare table to be carried in stage and express carriages. There is no compulsory publication of tariffs for contract carriages.</p> <p><i>Goods services.</i> — There is no compulsory publication of tariffs.</p>	<p>(c) The publication of tariffs is compulsory.</p>
Bulgaria	<p>(a) Tariffs are drawn up by the Department of Railways and Harbours and are approved by the Minister of Railways, Posts and Telegraphs.</p> <p>(b) The supervision of the tariffs is carried out by the organs of the Department.</p> <p>(c) Tariffs are published in official notices issued by the Railways and Harbours Department.</p>	<p>(a) Fixed tariffs are drawn up by the Central Motor-car Commission and approved by the Minister of Public Works.</p> <p>(b) Supervision of tariffs is exercised by the organs of the Ministry of Public Works.</p> <p>(c) The publication of tariffs is compulsory.</p>	<p>(a), (b) and (c) No information.</p>
Canada	<p>(a) There are fixed tariffs, both freight and passenger, published by the railways, known as "standard" or maximum, tariffs, which must</p>	<p>(a) There are fixed tariffs in some provinces. They are usually authorised by Motor-carrier Boards, under the Minister of Highways.</p>	<p>(a) There are no fixed tariffs, with the exception of one subsidised steamship between Point Pelee, Ont., and Kingsville, Ont., the</p>

be approved by the Board of Railway Commissioners for Canada and must be published in at least two consecutive weekly issues of the *Canada Gazette*. The "standard" freight tariff, or tariffs, shall specify the maximum mileage toll to be charged for each class of the Canadian Freight Classification for all distances covered by the company's railways.

The "standard" passenger tariff, or tariffs, shall specify the maximum mileage toll to be charged passengers for all distances covered by the company's railway.

Before approving such "standard" tariffs, the relation between different territories and the reasonableness of the rates or fares are considered.

(b) The railways may also publish special and competitive freight tariffs lower than the standard tariff for any particular commodities or classes of the freight classification. Under the special freight tariffs, greater tolls shall not be charged for a shorter than for a longer distance over the same line in the same direction, if such shorter distance is included in the longer.

The competitive tariffs shall specify the toll, or tolls, to be charged for any particular commodity or commodities, or classes of freight between specified points which the Board may deem, or have declared, to be competitive points, not subject to the "long and short haul clause" under the provisions of the Railway Act.

Thirty days' notice, by filing with the Board, shall be given for increases and three days for reductions in freight rates and, until such tariffs are superseded by other tariffs, or are suspended or disallowed by the Board, they become effective on the dates shown and remain in effect, subject to attack.

tariff being included in a subsidy agreement under the Department of Trade and Commerce.

(b) There is supervision of tariffs in some provinces; it is exercised by the Minister of Highways.

(b) Supervision is exercised only in the case of subsidised steamships.

	Railway	Road	Inland navigation
Canada (continued)	<p>The competitive tariffs may be put into effect without notice, provided that the Board is satisfied as to the exigencies of competition.</p> <p>Special passenger tariffs naming tolls lower than the standard tariff may also be published and filed, and remain in effect until they expire or are superseded by a new tariff or are disallowed or suspended by the Board, subject to attack.</p> <p>Three days' notice only is required for increases or decreases in passenger fares.</p> <p>(c) No charge may be made for the carriage of freight or passengers, unless a tariff is published and filed with the Board, and the company must then charge the rates, or fares, named therein.</p>	<p>(c) Publication of tariffs is compulsory in some provinces.</p>	<p>(c) There is no obligation to publish tariffs, but such tariffs are included in subsidy contracts.</p>
China	<p>(a) Tariffs are fixed. They are drawn up by each line and must be approved and authorised by the Ministry of Railways.</p> <p>(b) Any changes in tariffs and the fixing of special tariffs must also be approved and authorised by the Ministry of Railways.</p> <p>(c) All tariffs must be published.</p>	<p>(a) There are fixed tariffs drawn up by concessionary companies within limits of the maximum and minimum rates set in regulations of the National Highway Traffic Commission.</p> <p>(b) Supervision over traffic is exercised by both national and provincial authorities in case of unfair and unreasonable rates or when rates exceeded the limits of the maximum and minimum rates regulation.</p> <p>(c) The publication of tariffs is compulsory.</p>	<p>(a) and (b) Under Article 21 of the Regulations for the Supervision of Shipping Undertakings, undertakings serving the same ports must agree upon a maximum tariff, to be fixed once a year. This tariff is transmitted for approval to the Ministry of Communications through the Shipping Department. The maximum tariff thus fixed and approved must be observed by all the undertakings serving the line in question.</p> <p>(c) In principle, there is no regulation making the publication of tariffs compulsory. In practice, however, all companies publish lists of tariffs either individually or collectively.</p>
Ecuador	<p>(a) There are fixed tariffs for each of the railway lines in operation. They vary according to the requirements of the districts served by the various lines. There is a tendency towards</p>	<p>(a), (b) and (c) No information.</p>	<p>(a), (b) and (c) No information.</p>

unifying tariffs on the State railways, taking current transport requirements into account. Tariffs are drawn up with the authorisation and under the supervision of the Ministry of Railways.

(b) Supervision is exercised over tariffs by the Railways Section of the competent Ministry. When approving them, chief attention is given to the economic factors peculiar to the district in question, so as not to impede the circulation of essential products and to avoid any serious injury to established industries.

(c) Tariffs are published, as a rule, once a year or when changes are necessary. They can be obtained at the offices of the various companies.

Estonia

(a) The railways have fixed tariffs passed by the Tariffs Board. If the tariffs passed by the Tariffs Board involve an increase, they must be approved by the Government.

(b) There is supervision of tariffs.

(c) The tariffs must be published in the *Official Journal*.

(a) For the town motor services, the tariffs are fixed by the municipality; and for the country services, by the Minister of Communications.

(b) There is supervision of tariffs; it is exercised by the Bridges and Roads Administration and the competent municipalities.

(c) Tariffs and time-tables must be passed by the Minister of Communications.
In addition, concession holders must communicate the approved time-tables and send a copy to the administration of the local districts to be posted up in railway stations and post offices.

(a) There are fixed tariffs which are approved by the Minister of Communications.

(b) There is supervision of tariffs; it is exercised by the Shipping Administration.

(c) Publication of tariffs is compulsory.

United States of America

(a) There are fixed tariffs. They are published by the carriers under supervision of the Inter-State Commerce Commission.

(b) The Commission supervises the publication of tariffs, as shown below in the more general discussion of the three parts of this question.

(c) The publication of tariffs is compulsory.

General answer to questions (a), (b) and (c). — The word "tariffs" as used in this answer means the charge for the service as well as the method of stating the charge. Generally, the charge for the transport service is referred to as the "rate", and the book, schedule, or sheet in which it is published is referred to as the "tariff". The term "carriers" as here used refers to carriers subject to the Inter-State Commerce Act, unless otherwise specified. The word "Act" as used herein means the Inter-State Commerce Act.

Railway

Road

Inland navigation

United States
of America
(continued)

Carriers are generally permitted to initiate their own rates, which are published either individually in tariffs of their own compilation or by tariff publishing agents who compile and issue tariffs for the carriers under authorisation known as " powers of attorney " or " concurrences " furnished by the issuing or concurring carriers under the provisions of the Inter-State Commerce Act.

With respect to tariffs of the carriers, the principal provisions of the Act are summarised as follows :

1. Carriers shall file with the Commission and print and keep open to public inspection tariffs showing all the rates, fares and charges for transportation between different points on their own routes and between points on their own routes and points on the routes of other carriers.
2. Tariffs must state plainly the places between which property and passengers will be carried and shall contain the classification of freight in force and shall also state separately all terminal charges, storage charges, icing charges and all other charges which the Commission may require, all privileges or facilities granted or allowed, and any rules and regulations which in any manner change, affect, or determine any part or the aggregate of such rates, fares and charges or the value of the service rendered.
3. Tariffs must be printed plainly in large type, and copies for the use and information of the public must be kept posted at suitable places readily accessible to public inspection and in accordance with regulations prescribed by the Commission.
4. No change shall be made in rates, fares, and charges published and filed with the Commission, except after thirty days' notice to the Commission and to the public, and except that the Commission may, at its discretion and for good cause shown, allow such changes under shorter notice.
5. New tariffs or amendments to tariffs which contemplate changes in tariffs originally filed which the Commission shall state plainly the changes proposed to be made and the time when the changed rates, fares, or charges will go into effect.
6. The names of the several carriers which are parties to any joint tariff shall be specified therein, and each of the parties thereto, other than the one filing the joint tariff, shall file with the Commission such evidence of concurrence therein or acceptance thereof as may be required or approved by the Commission.
7. The Commission is authorised to prescribe the form in which tariffs shall be prepared and arranged and may change the form from time to time as is deemed expedient. The Commission accordingly has issued books of rules known as tariff circulars, which provide standard rules and regulations governing the compilation and issuance of tariffs by all carriers subject to its regulatory jurisdiction.
8. No carrier, unless otherwise provided in the Act, shall engage or participate in the transportation of passengers or property, as defined in the Act, unless the rates, fares and charges upon which such passengers or property are transported by the carrier have been filed with the Commission in accordance with the provisions of the Act.
9. Published rates must be observed strictly.
10. The Commission may reject and refuse to accept for filing any tariff which does not provide and give lawful notice of its effective date, and any tariff so rejected by the Commission shall be void and unlawful.

With respect to the rates and charges published by the carriers, the principal provisions of the Act bearing upon the above questions are, in substance :

1. All charges made for any service rendered or to be rendered in the transportation of passengers or property or in connection therewith shall be just and reasonable, and every unjust and unreasonable charge for such service or any part thereof is prohibited and declared to be unlawful.

2. Carriers must establish, observe, and enforce just and reasonable rules and regulations relating to rates, fares and charges.
3. Carriers are prohibited from practising unjust discrimination, undue preference, or undue prejudice in connection with rates, fares and charges.
4. It is unlawful for carriers subject to the Act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, or to charge any greater compensation as a through rate than the aggregate of the intermediate rates subject to the Act. However, the Commission is given discretionary authority, in special cases after investigation, to relieve carriers from the operation of this provision. (This provision applies only in connection with the carriers subject to the Inter-State Commerce Act.)
5. Any person, firm, corporation, company, association, or any mercantile, agricultural or manufacturing society or other organisation, or any body politic or municipal organisation, or any common carrier, may make complaint in writing to the Commission that any rate, fare, charge, classification, rule, regulation, or practice, published and in effect, or proposed to be put into effect, by a carrier is or will be in violation of the Act.
6. Whenever, after hearing, upon complaint or investigation on its own initiative, the Commission shall be of the opinion that any rate, fare, charge, classification, regulation, or practice of the carriers is or will be unreasonable, unjustly discriminatory, unduly preferential or prejudicial, or otherwise in violation of any of the provisions of the Act, the Commission is authorised to prescribe what will be the just and reasonable rate, fare, classification, etc., thereafter to be observed.
7. Whenever there shall be filed with the Commission any tariff stating a new rate, fare, charge, classification, regulation, etc., the Commission is authorised, either upon complaint or upon its own initiative, to suspend the operation of such new rates for a reasonable period pending investigation of their lawfulness, and after full hearing the Commission may make such order as would be proper in a proceeding initiated after such rates had become effective.

Finland

(a) Railway tariffs are fixed. They are drawn up by the Railway Administration and confirmed by a Government ordinance.

(b) The application of the tariffs is supervised by a special office of the Railway Administration. In addition, the reviser-general and the Government auditors are responsible for a further supervision.

(c) Publication of tariffs is compulsory.

(a) There are no fixed tariffs, but only maximum tariffs, which are approved in the decision regarding the licence.

(b) The Union mentioned in A.1 (h), page 88, supervises adherence to the tariffs agreed on.

(c) Publication of tariffs is not compulsory.

(a) The owners of trading-vessels are free to fix their own tariffs.

(b) The tariffs are supervised by the State.

(c) The publication of tariffs is obligatory only if the State assists the shipowners, for example, in serving a particular route.

France

(a) The contracts lay down the maximum tariffs which railway undertakings may apply. Undertakings submit proposals to the authority granting the concession for the application of tariffs lower than the specified maximum. The tariffs may only be applied after approval by the authority making the concession (*i.e.*, in the case of undertakings of national importance, approval by the Minister of Public Works; in

(a) Tariffs applicable to transport services provided for contractually are laid down in the conditions of contract.

For other services, agreements for the co-ordination of means of transport, which must be submitted to the Minister of Public Works for approval, must include maximum rates per kilometre and minimum distances charged for

(a) Under Article 14 of the Decree of February 6th, 1932, as amended by the Decree of March 31st, 1934, and Articles 16, 17 and 18 of the standard conditions of contract for regular navigation services, the conditions of contract relating to each service must include maximum and minimum tariffs. The rates figuring in the general tariff of the undertaking must fall within those limits.

	Railway	Road	Inland navigation
<p>France (continued)</p>	<p>the case of undertakings of local importance, approval by the prefect or prefects concerned, or, in case of disagreement, by the Minister of Public Works).</p> <p>There are three types of tariffs, both for express and slow traffic : the legal, the general, and the special tariff.</p> <p>The legal tariff is the maximum tariff laid down in the conditions of contract.</p> <p>The general tariff is less than or equal to the maximum tariff, and is applicable to all passengers, goods, and routes, subject only to the conditions laid down in the contract.</p> <p>The special tariff is applied to passengers or goods on the whole or part of the railway systems, or again on certain specified routes, subject to conditions of which the principles but not the details are indicated in the contract, such conditions representing the counterpart of the reduction in rates granted to the public. Special tariffs, which are by definition lower than the legal tariff, and even than the general tariff, are practically all subject to conditions.</p> <p>General and uniform increases are applied to the various tariffs enumerated above in order to make up the working deficit, so far as the economic situation permits.</p> <p>The procedure for the approval of tariffs varies in the case of the chief undertakings according as basic individual tariffs or general rates of increase are in question.</p> <p>In the case of basic tariffs, which affect the relationship between the various means of transport, the procedure includes previous public notice, consultation of Chambers of Commerce, examination by the Department for the Supervision of Commercial Activity, discussion by the Advisory Committee for the Technical and Commercial Management of Railways and by the Higher Railway Board, and, finally, decision by the Minister. Time-</p>	<p>in the case of passengers, and maximum and minimum rates in the case of goods.</p> <p>The proposals put forward by the undertakings within the above limits are published and displayed publicly. Any claims or complaints which may be raised are decided upon by the departmental Technical Committee, or, in case of disagreement, by the Minister of Public Works.</p>	<p>Approval of the tariffs falling within the stipulated limits is given by the Minister of Public Works.</p> <p>In the case of services other than regular navigation services, Article 3 of the Law of July 18th, 1936, concerning transport in vessels, lays down that, where agreements are made for a single voyage, freight shall be fixed by a regional freights committee placed under the supervision of the Central Supervisory Commission.</p> <p>Where there is no freighting office, freights are determined without any control.</p>

Limits are provided for each stage in this procedure (Articles 48 and 51 of the conditions of contract, 63 *et seq.* of the Decree of November 11th, 1917, 4 and 9 of the Convention of June 28th, 1921, and Decree of December 30th, 1933).

General increases intended to restore, as far as possible, the financial equilibrium of railway undertakings are subject to a special procedure laid down, in the case of the main railway systems, in Article 17 of the Convention of June 28th, 1921. Under that Convention, there was created a pooled fund for income and expenditure of all the main railway undertakings, with the object of ensuring their financial interdependence and achieving equilibrium in their takings, outgoings and fixed charges. In principle, if payments out of the pooled fund exceed income, the Higher Railway Board must advise the Minister of Public Works to decide upon such tariff increases as are required to restore equilibrium. Such increases, however, are limited to what is permissible in the light of the general economic situation. The Railway Board's proposals are applicable automatically if the Minister, after consulting the Financial Minister, does not raise objections within one month. General increases, adopted by the Minister in this manner, must be submitted to Parliament for ratification if they exceed certain limits, laid down in the Convention, which Parliament is empowered to amend every five years.

In practice, the difficult economic situation of recent times has for some years prevented the automatic restoration of equilibrium by means of tariffs.

The general increases at present in force on the main railway systems are at the rate of 302.232% for passengers and 417% for general goods traffic, various other rates of increase applying to specified classes of goods.

The tariffs of railway systems of secondary general interest are approved by the Minister of Public Works, and those of railways of local interest by the prefect of each Department

	Railway	Road	Inland navigation
France (continued)	<p>concerned, or, in case of disagreement, by the Minister.</p> <p>(b) Supervision of tariffs is carried out, under the authority of the Minister of Public Works, by the Department for the Supervision of Commercial Activity (director, general superintendents, principal inspectors and inspectors, engineers of State public works, technical assistants, etc.).</p> <p>(c) The public posting of tariffs is part of the procedure preliminary to their approval. After approval has been given, the date thereof and the date on which the tariffs will come into force are also posted. In addition, tariffs are published in the <i>Journal officiel</i> and in a special book ("Chaix").</p>	<p>(b) Supervision of tariffs is carried out, under the authority of the Minister of Public Works, by the departmental Technical Committees, in conjunction with the national gendarmerie and all agents empowered to report officially upon traffic offences.</p> <p>(c) Tariffs are displayed in all the premises of the undertakings and in all passenger vehicles.</p>	<p>(b) Supervision of tariffs is carried out, under the authority of the Minister of Public Works, by the navigation engineers.</p> <p>(c) The general tariff for regular navigation services must be prominently displayed at all ports served.</p>
Greece	<p>(a) In the case of the State Railways, the tariffs are drawn up by the Administration itself, and no special authorisation is required. In the case of other undertakings, tariffs are drawn up by the State, whose authorisation is required for any modification thereof.</p> <p>(b) There is no special supervision.</p> <p>(c) Railways are compelled to publish their tariffs, as are motor transport undertakings co-operating with the Railways.</p>	<p>(a) Motor transport tariffs are drawn up by the State. The tariffs of motor transport services co-operating with the Railways are subject to the same regulations as the corresponding railway tariffs.</p> <p>(b) Supervision is exercised by joint boards appointed by the competent Minister.</p> <p>(c) There is no obligation to publish tariffs except in the case of motor transport services co-operating with the Railways.</p>	There is no inland navigation.
Hungary	<p>(a) and (b) There are fixed tariffs which are drawn up by the transport undertakings. The validity of these tariffs is subject to an authorisation from the Minister for Commerce and Communications.</p> <p>(c) Tariffs must be posted up in public.</p>		
India	<p>(a) and (b) Railway administrations are allowed to vary rates and fares within certain prescribed limits. Government audit officers are required to see that the rates notified by railways do not infringe the prescribed maxima and minima.</p> <p>(c) There is obligation to publish the tariffs.</p>	<p>(a) and (b) Fares and freights are not, in general, fixed or controlled by any authority; but are left to adjust themselves. It is recognised that with the introduction of control and the partial elimination of competition, control of fares will be necessary. Measures for this are under consideration. (See also A.1 (a) and (b), page 25.)</p> <p>(c) Generally, there is no obligation to publish tariffs.</p>	<p>(a) and (b) Ferry tariffs are generally fixed and controlled by local authorities. Government does not fix tariffs for the conveyance of passengers and goods by privately owned vessels on inland waterways, but has power to intervene and fix maximum and minimum rates, if necessary, to prevent profiteering or cut-throat competition.</p> <p>(c) Generally, there is obligation to publish tariffs. Inland steamship companies are not bound to publish their rates, but they generally do it of their own accord.</p>
Ireland	<p>(a), (b) and (c) Maximum charges for both passengers and goods are settled by the Railway Tribunal — a judicial tribunal established under the Railways Act, 1924 — to which complaints as to charges by representative persons or bodies of traders may be submitted for determination. An annual review of tariffs is made by the Railway Tribunal and publication of tariffs is compulsory.</p>	<p>(a), (b) and (c) Maximum charges for passenger road-transport services are prescribed by regulations made under the Road Transport Act, 1932, by the Minister for Industry and Commerce, different scales being fixed for stages within and without the metropolitan area. Publication of tariffs in all vehicles is compulsory.</p> <p>Tariffs for goods traffic in the case of the railway companies (see opposite under "Railway") are settled by the Railway Tribunal and the Tribunal is empowered to vary the tariffs on the application of the companies or any representative person or body of traders. These tariffs are required to be published. In the case of the private operators, the statutory obligation is to carry for "a reasonable reward" and there is no obligation on private operators to publish tariffs.</p>	<p>(a), (b) and (c) The maximum charges which may be made by canal companies for the conveyance of merchandise are regulated by statutory Order, and on the advice of the Railway Tribunal (see opposite under "Railway"), the Minister for Industry and Commerce is empowered to make orders varying these charges.</p>
Iceland		<p>Specially licensed motor-cars have fixed tariffs, to which the Postmaster-General has agreed.</p> <p>Specially licensed motor-cars are under the observation of the Postmaster-General and the Licences Committee.</p> <p>Tariffs are published.</p>	

	Railway	Road	Inland navigation
Japan	<p>(a) As regards the national railways, tariffs are drawn up by the Department of Railways, and as regards the local railways, tariffs must be submitted to, and approved by, the Minister of Railways.</p> <p><i>Tramways.</i> — See opposite, under " Road ".</p> <p>(b) As regards the national railways, this supervision is exercised by the Department of Railways, and as regards the local railways, by the Minister of Railways.</p> <p>(c) Publication of tariffs is compulsory.</p>	<p>(a) There are no legally fixed tariffs. When the tramway or bus concerns fix their tariffs, they must obtain the approval of the competent authorities.</p> <p>(b) In order to draw up tariffs or to change them, the approval of the competent Minister is necessary. The competent Minister can order a change in the tariffs when he thinks it necessary in the public interest.</p> <p>(c) There is obligation to publish tariffs.</p>	<p>(a) and (b) There are the fixed tariffs which should be submitted to, or approved by, the local authorities.</p> <p>(c) The publication of tariffs is, in general, obligatory.</p>
Latvia	<p>(a) Tariffs for transport by rail are drawn up by the Railway Administration and confirmed by the Minister for Communications, with the approval of the Council of Ministers.</p> <p>(b) and (c) Railway tariffs are published in the official journal, their application on private railways being supervised by the inspection service attached to the Railway Administration.</p>	<p>(a) On the regular motor-omnibus services, the maximum tariffs per journey are fixed by the Department of Roads and Highways, which also checks the tariff actually enforced.</p> <p>(b) Supervision of the tariffs is exercised by the Department of Roads and Highways and by the police authorities.</p> <p>(c) Tariffs are published in the <i>Official Journal</i>.</p>	<p>(a), (b) and (c) In the case of transport by navigable waterways, the tariffs for the carriage of passengers must be fixed and published separately by each undertaking. Goods are also carried at rates fixed by the undertaking in question, but these are not compulsory, since in individual cases there may be a special transport agreement, according to the nature and weight of the goods, distance, etc. Supervision over tariffs fixed for the carriage of passengers is exercised by the inspection service.</p>
Liechtenstein		<p>The means of transport are not controlled and there are no compulsory tariffs. Remuneration is fixed by the transport undertaking at its own discretion.</p>	
Lithuania	<p>(a) The railways apply fixed tariffs drawn up by the Tariff Board and authorised by the Minister of Communications and the Minister of Finance.</p>	<p>(a) There are fixed tariffs which are drawn up by the Ministry of Communications Board and approved by the Minister.</p>	

(b) The Minister of Communications is responsible for the supervision of tariffs. It is he who submits tariff questions to the Tariff Board for consideration.

(c) The publication of tariffs is compulsory.

(b) Supervision is exercised over tariffs by the highways authority.

(c) The publication of tariffs is compulsory.

Luxemburg

(a) The terms and conditions include a statutory tariff, the rates specified in which represented, before the war, upper limits not to be exceeded; since then, the operating companies have been permitted to exceed these maxima.

The tariffs at present in force are, in principle, fixed tariffs, proposed by the operating undertaking and endorsed by the Government. On the Guillaume-Luxemburg system, however, the tariffs applied are those in force on the Alsace-Lorraine railways; but the Luxemburg Government has, in the interests of national production, retained the right to reduce certain rates on condition that it compensates the operating undertaking for the loss of receipts caused by such reduction.

(b) Article 33 of the regulations concerning the policing of railways lays down that no charge whatever may be levied by the operating undertaking unless it has previously been endorsed by the Government. The latter has thus an absolute right of veto in the matter. As to surcharges intended to meet the additional expenditure resulting from the application of the staff statute, these may be cancelled or reduced by Government decision, after a hearing has been granted to the operating company, as soon as the receipts of the various systems allow.

The public regulations concerning the policing of railways require that the operating undertaking shall submit to the Government an appropriate number of copies of any scale of charges of which they require endorsement, at least one month before its entry into force. No alteration may be made in approved charges, except in accordance with the procedure laid down in the regulations.

(a), (b) and (c) The tariffs are fixed in the specifications, and their application is supervised by the Government.

Inland navigation of no importance.

	Railway	Road	Inland navigation
Luxemburg (continued)	(c) The public regulations concerning the policing of railways provide that schedules of approved rates and accessory charges shall be constantly available for perusal by the public and prominently displayed in railway stations, halts, and any other premises specified by the management.		
Monaco	See A.1 (a) and (b), page 27.		
Norway	<p>(a) and (b) The tariffs of the State Railways are fixed by the Storting. The tariffs of private railways are approved by the Crown.</p> <p>(c) The publication of railway tariffs is compulsory. In certain circumstances, the Railways may allow reductions on the tariffs. These reductions are not published.</p>	<p>(a) and (b) Generally speaking, there are no fixed tariffs. However, when authorisation is given to operate commercially a regular motor service, in cases for which such authorisation is prescribed (see A.1 (a) and (b), page 28), it may be laid down as a condition that the tariffs must be approved by the authority issuing the authorisation or by some other authority.</p> <p>(c) The authority granting authorisation for a regular motor service may decide that the time-tables and charges shall be published in the "Norwegian General Time-table".</p>	Inland navigation of small importance.
New Zealand	<p>(a) The Railways Department draws up and issues its own tariff schedules.</p> <p>(b) There is no supervision from outside the Railways Department.</p>	<p>(a) The road passenger service operators submit proposed fare schedules and parcel rates to the transport licensing authorities for approval. These schedules are reviewed each year in the light of each operator's financial return.</p> <p>There are no fixed schedules for road freight services, but a policy of fair competition is enforced by the Transport Department.</p> <p>(b) Supervision of the tariffs exists within the limits indicated under (c)</p>	Inland navigation of small importance.

(c) The obligation to publish the tariffs exists.

(c) The publication of tariffs is compulsory as regards road passenger services, but as regards road freight services, it is not compulsory.

**Netherlands :
Home
Territory**

(a) and (b) Railway tariffs are drawn up by the management and approved by the Minister of the "Waterstaat". The railway management has, however, the right to grant reductions in certain cases.

(c) Tariffs are published, except for the reductions granted by the management.

(a), (b) and (c) Tariffs, for motor-coach transport, are drawn up by the management and authorised by the Traffic Inspectorate, which also supervises tariffs. The latter are published.

As regards transport by lorries, none of the obligations implied under (a), (b) and (c) are applicable.

Regular lines. — None of the obligations implied under (a), (b) and (c) are applicable.

Free navigation. — (a) and (b) The Freight Commissions regulate and supervise tariffs.

(c) Tariffs are not published.

* * *

**Netherlands
Indies**

(a) Transport takes place on the basis of fixed tariffs and subject to conditions fixed by the manager of the railway or tramway in accordance with the provisions of the law and of the concession. Reduced tariffs may be fixed for :

The transport of a large number of persons travelling together ;

The transport of a large quantity of goods at the same time ;

Regular transport ;

Transport for scientific purposes, of works of art, for purposes of public utility, charity, etc.

Transport on behalf of the State, the railway or tramway company, persons in the service or belonging to the family of the owners.

Reduced tariffs are valid for all goods of the same kind carried under the same conditions between the same points of departure and arrival.

(b) The application of the provisions of the law and of the concessions regarding tariffs is supervised by the Railway Supervision Service.

(c) Railway companies are obliged to publish their tariffs.

(a), (b) and (c) *Public motor-omnibuses.* — There are fixed tariffs drawn up by the authority which gives permission to run a service.

Supervision over tariffs is exercised by the officials responsible for traffic control.

Tariffs must be published.

Public motor-cars. — The local authorities may draw up tariffs.

Lorries. — Lorry undertakings must draw up a public tariff for the carriage of goods on routes for which they require an authorisation.

Inland navigation of no importance.

	Railway	Road	Inland navigation
Poland	<p>(a) Tariffs and tariff changes on private railway lines open to public traffic are approved by the Minister of Communications and published, in the same way as the tariffs of the State Railways, in the <i>Journal of Railway Tariffs and Regulations</i>.</p> <p>(b) The Government authorities see that railway tariffs are observed.</p> <p>(c) The publication of transport tariffs and of changes therein is compulsory.</p>	<p>(a) In the case of motor-omnibus lines (passenger and goods), it is obligatory to adhere to the tariffs issued by the transport concerns and approved by the Government authorities, subject to the reservation that, in the case of motor-omnibus concerns (passenger transport), the Government authority fixes the maximum and minimum tariff rates, whereas in the case of concerns transporting goods, it only fixes maximum rates.</p> <p>(b) The Government authorities see that motor-omnibus tariffs are observed.</p> <p>(c) See under "Railway".</p>	<p>(a), (b) and (c) The tariffs issued and published by the undertakings do not require approval.</p>
Roumania	<p>(a) Tariffs are drawn up by the Railway Administration Board and approved by the Ministry of Communications and the Council of Ministers.</p> <p>(b) The Minister of Communications and Public Works exercises supervision over any changes in tariffs through a right of veto, exercisable for fifteen days after notice of the change has been given him.</p> <p>(c) Publication of tariffs is compulsory, and must be made in the <i>Official Journal</i> in the case of an increase, and in the official organ of the Roumanian Railways in the case of a decrease.</p>	<p>(a), (b) and (c) No information available.</p>	<p>(a) Fixed tariffs applicable to the transport of passengers and goods are drawn up independently by the shipping companies.</p> <p>(b) Tariffs are submitted for consideration to private undertakings. As the Roumanian Government owns a considerable number of vessels, it is able to influence tariffs and freights and to prevent modifications likely to impede economic activity.</p> <p>(c) In order to ensure uniform application, tariffs for the transport of passengers and goods must be published. Publication of rates for transport as bulk cargo is not compulsory, but such rates can, in practice, be ascertained from the Stock Exchange reports.</p>
Siam	<p>(a) In the case of the State Railways, tariffs are fixed by the Department of State Railways within maximum rates agreed to by the Ministry of Economic Affairs; in the case of private railways, they are fixed by the companies by means of by-laws which must be</p>	<p>(a) Omnibuses are required to submit fixed tariffs. If found reasonable, they are authorised by the Minister of the Interior, on the advice of the Board of Public Utility.</p>	<p>(a) Tariffs are fixed by the Harbour Department in consultation with a Committee in which the owners of packet-boats are represented.</p>

submitted to the Board of Railway Commissioners and approved of and signed by the Director-General of the Department of State Railways.

(b) Supervision by the Department of State Railways for State Railways and by the Board of Railway Commissioners for private railways.

(c) The publication of tariffs is compulsory.

(b) The Traffic Police supervises the tariffs. The Public can complain to the authorities if overcharged.

(c) Tariffs must be published. A table of tariffs has to be fixed on each vehicle.

(b) Supervision is exercised by the Harbour Department.

(c) Publication of tariffs is not compulsory.

Sweden

(a) The railway administrations prepare draft tariffs, which are confirmed by the King in Council. The administrations have, however, fairly wide possibilities of granting reductions to meet competition. Reductions in joint traffic tariffs are dependent on all the administrations concerned.

(b) According to the general procedure, the authorities concerned are heard before the rates are fixed by the King in Council. Thus the Railway Administration can express its opinion on the draft tariffs of the private railways. Appeals against changes in tariffs, etc., may be submitted to the King in Council.

The calculation of goods rates according to the existing tariffs is verified in the case of the State Railways by the Supervisory Office of the State Railways; and in the case of the private railways, by the supervisory offices of the private railways.

(a) For regular traffic, the draft tariff is prepared by the applicant for the permit and confirmed by the competent provincial administration.

For urban and provincial traffic, the rate may not exceed a certain tariff issued by the provincial administration. Maximum rates (for passengers and goods) are thus fixed by the provincial administration, while there are no provisions regarding minimum rates.

(b) There is no special supervision. See (c) below.

(a) The companies are free to fix the rates; for regular services, however, the rates are usually relatively stable, while for tramp steamers they vary according to the supply and demand for tonnage, etc. Tariff changes in respect of sea freights are regulated solely by private agreement between various companies. The so-called secondary costs vary according to:

Port dues, which are fixed for each port every five years by the King in Council;

Stevedore charges, which are in accordance with agreements;

Insurance charges, which are in accordance with uniform standards on the basis of agreements between all the maritime insurance companies.

(b) No State control is at present possible, except in respect of the above-mentioned port dues.

	Railway	Road	Inland navigation
Sweden (continued)	(c) Tariffs are published. Similarly, any general change made by a railway administration in its transport charges or conditions of application, together with the time when such changes come into force, must be immediately published. This applies to all specially granted reductions in freight.	(c) Tariffs are published by the provincial administration. Drivers of motor vehicles used for regular traffic, for which the tariff is fixed, must show the tariff at the request of persons using the service.	(c) Port dues must be published; in other respects, there is no obligation.
Czechoslovakia	(a), (b) and (c) The tariffs which have been drawn up are fixed (there are not, for instance, tariffs with a maximum and a minimum rate, within which limits companies can calculate prices at their discretion). Tariffs are drawn up by the railway company concerned, and the Ministry of Railways approves them (with the exception of tariffs for small local lines). The publication of tariffs is compulsory. Supervision over the regular publication of tariffs and their observance is exercised by the Ministry of Railways, which also sees that equality of treatment is given to forwarding agents.	(a), (b) and (c) For regular passenger transport, the concession holding company is obliged to draw up a tariff and submit it for approval to the authority granting the concession. It must display the approved tariff in the vehicle and observe the established rates.	(a), (b) and (c) Fixed tariffs are drawn up in advance, in particular in the case of passenger traffic, and also for goods traffic, on the Danube, and are published by the shipping company with the approval of the Ministry of Commerce. On the Elbe, fixed tariffs only exist in the case of express goods traffic and combined transit traffic passing from the Elbe to the Danube over the Czechoslovak railways. Otherwise, on the Elbe the daily tariff fixed by the shipping exchanges is applied. The Ministry of Commerce supervises the drawing-up and observance of the shipping companies tariffs. Undertakings of special economic importance, such as the Czechoslovak Danube Shipping Company and the Czechoslovak Elbe Shipping Company, are bound to publish their tariffs in the <i>Railway and Shipping Bulletin</i> .
Turkey	(a), (b) and (c) The railway tariffs are fixed. They are drawn up by the railway authorities and approved by the Ministry of Public Works. Their publication is compulsory.	(a), (b) and (c) The tariffs of motor-transport undertakings are fixed and supervised by the municipalities. The publication of tariffs is not compulsory.	No inland navigation.

**Union of Soviet
Socialist
Republics**

(a), (b) and (c) There are fixed tariffs for the three means of transport. As regards transport by rail and water, the tariffs are drawn up by the People's Commissariat for Communications and by the People's Commissariat for Water Transport respectively, subject to approval by the Government. Tariffs for motor transport are drawn up by the local authorities (regional and municipal executive committees) within the limits of the general tariffs established by the Government. The tariffs and all modifications affecting them are published in a special periodical pamphlet.

Yugoslavia

(a), (b) and (c) No information.

(a) There are fixed tariffs which are drawn up by the transport concern itself but which must be previously approved by the railways administration.

(b) Supervision is exercised by the authorities of the banovine.

(c) There is no such obligation, except that such tariffs must be posted up in a prominent position in the vehicles themselves.

(a), (b) and (c) No inland navigation.

A.3. Fiscal regime — taxes (dues, etc.).

A.3.

- (a) What are the ordinary taxes levied on transport undertakings (direct taxes, indirect taxes, social charges, etc.) ?
- (b) Are there any special taxes on public transport services ? If so, what are these taxes ?
- (c) Are any special taxes levied on a given means of transport (for instance, road maintenance charges, and characteristics of those charges) ?
- (d) Are there any special dues for the benefit of a given means of transport (for instance, on behalf of the railways) ?
- (e) What budgetary charges, expressed in percentages, are imposed (by the State, provinces, communes, etc.), including capital charges, in respect of the establishment and upkeep of means of communication, taking them in relation to each other and to the general budget, and what revenue, expressed in percentages, accrues (to the State, provinces, communes, etc.) from transport undertakings using these means of communication (A.3 (a) to (c)), taking these amounts in relation to each other and to the general budget ?

	Railway	Road	Inland navigation
Union of South Africa	(a), (b), (c), (d) and (e) The Railways are owned by the Crown and are exempt from all taxation.	(a) Every motor vehicle is subject to an annual licence fee. Each province of the Union of South Africa has its own motor ordinance and regulations. In general, the fees vary according to the class and weight of the vehicle. In the Cape and Orange Free State provinces, fees range from £3 if the weight of the vehicle is 1,500 lb., or under, to £50 if over 9,000 lb.; these fees are increased by 50% in the case of commercial vehicles of 3,000 lb. or over. In the province of Natal, fees range from £4, if the weight of the vehicle does not exceed 1,000 lb., to a maximum of £25, while the tax on omnibuses varies from £10 to £20, according to the seating capacity of the vehicle. In the Transvaal province, fees range from £4, if the weight is 1,500 lb., or under, to a maximum of £50 in respect of a motor vehicle propelled by steam.	No inland navigation

State owned motor vehicles are exempt from the payment of annual licence fees provided that, in respect of vehicles used for the carriage of goods by road within a municipal area other than to and from the railways, the Railway Administration shall be liable for the payment of any tax or licence moneys levied on similar vehicles by the provincial or local authority under which such area falls.

Indirect taxes are Customs dues of 6*d.* per gallon on petrol and dues on motor vehicles, spares and accessories, which vary according to the country of origin.

(*b*) In addition to the annual licence fee payable to provincial administrations as set out in (*a*), the under-mentioned additional fees shall be paid to the Road Transportation Board in respect of vehicles engaged in motor-carrier transportation :

Each passenger vehicle, £4 per calendar year ;

Each passenger trailer, £2 per calendar year ;

Each dual-purpose or goods vehicle, £3 per calendar year ;

Each dual-purpose or goods trailer, £1 10*s.* per calendar year ;

(*c*) No special taxes are levied.

(*d*) There are no special dues.

(*e*) In terms of the National Roads Act, 1935, there has been established a National Road Fund into which shall be paid :

3*d.* of the amount of Customs duty collected by the Commissioner of Customs on every

	Railway	Road	Inland navigation
<p>Union of South Africa (continued)</p>		<p>gallon of petrol imported into the Union since March 31st, 1935.</p> <p>Such moneys as are paid into the said fund will be set aside for the establishment and upkeep of national roads.</p> <p>Particulars as to what percentage of budgetary charges imposed by the provinces and communes for the establishment and upkeep of means of communication and what percentage of revenue accrues from transport undertakings using such means of communication are not available.</p> <p>Revenue derived from the taxation of motor vehicles as a whole is lumped, and it is impossible to analyse the figures so as to obtain the desired information.</p>	
<p>Argentine Republic</p>	<p>(a), (b), (c), (d) and (e) <i>Law No. 5315 on Railway Concessions.</i> — Materials and articles for construction and development brought into the country shall be free of customs duty, this freedom to be in force until January 1st, 1947 (Law dated 1907). The undertaking shall pay during this period, whatever the date of its concession, a sole contribution equal to 3% of the net proceeds of its lines, being exempted during that time from any other national, provincial or municipal tax.</p> <p>The amount of 3% of the net proceeds shall be devoted to the construction or upkeep of the bridges and of the ordinary roads of the municipalities or departments crossed by the line, in the first place the roads leading to stations, in proportion to the length of roads in each province (Article 8).</p>	<p>(a), (b), (c), (d) and (e) <i>Law No. 12346 on Transport Co-ordination.</i> — Every transport undertaking which has obtained permission from the national Commission on Transport Co-ordination shall be exempted from the payment of national and municipal licences of the Federal capital and national territories.</p> <p>With the exception of vehicles belonging to the nation or to provinces or municipalities, no motor vehicle can be driven in the public streets or roads without having paid the Customs duties and petrol and oil taxes which the nation has levied or may levy in the future.</p> <p>Taxes for the upkeep of roads are fixed between 100 and 400 pesos a year for each unit in circulation and shall be levied in accordance with the regulations to be drawn up by the executive authority.</p> <p>This authority will come to an agreement with the interested provinces and the municipality of the province of Buenos Aires concerning the</p>	<p>(a), (b), (c), (d) and (e) No information.</p>

exemption from provincial and municipal licences and the distribution of the amount of the above taxes (Article 5).

Province of Buenos Aires: Law No. 4247 — Transit Law. — Proprietors or directors of vehicles for the transport of passengers and goods who are obliged to obtain permission from the executive authority, and who only use provincial roads, shall pay respectively as a sole annual contribution up to 5 pesos tax for each seat or for each 500 kilogrammes of goods space available.

Vehicles described in the preceding paragraph which cross the urban zone of cities or towns in the exercise of their business (Article 1) shall pay the due or tax established for each class of vehicle by the respective municipal authorities, in addition to the above contribution.

**Australia :
Common-
wealth**

(a), (b), (c) and (d) The Commonwealth Railways Act provides that "no rates, tax, or assessment shall be made, charged or levied upon any railway or other property vested in the Commissioner, except as may be sanctioned by the Minister".

(e) The Commonwealth Railways are owned by the Commonwealth Government, and each year estimates of revenue and of working expenses of the Commonwealth Railways are furnished by the Commissioner to the Minister of State responsible for the administration of the Commonwealth Railways. After they have been approved by the Commonwealth Government, the estimates are presented to Parliament, and, after having been passed by Parliament, become the authority for the expenditure for the financial year (which ends on June 30th). Pending approval by Parliament, supply is provided by Parliament on the basis of the working expenditure for the preceding financial year.

Parliament also authorises the payment of interest upon loans raised by the Commonwealth

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : Commonwealth <i>(continued)</i>	<p>Government for railway construction purposes. Other capital works in recent years have been financed from the revenue of the Commonwealth. These, too, carry Parliamentary approval.</p> <p>Interest at the actual rates paid by the Commonwealth is debited by the Treasury upon loans still current, and the percentage varies according to the railway, the average rate for all Commonwealth Railways being 4.38%. In the Treasury books, debit is recorded as Railways expenditure except in connection with such items as contribution to the Commonwealth Superannuation Fund, to the National Debt Sinking Fund, exchange on overseas remittances, and a few minor items.</p> <p>All moneys to meet working expenses, capital works, interest, etc., are provided by the Treasury under a system of warrant authorities; and all the revenue from the Railways is paid regularly into Treasury accounts.</p>		
Western Australia	(a) and (b) Not taxed.	<p style="text-align: center;">* * *</p> <p>(a) All motor vehicles subject to registration fee ranging generally from £2 10s. to £40 per annum according to nature and weight, horsepower and maximum load of each particular vehicle.</p> <p>Petrol-driven vehicles are in addition subject, indirectly, to payment (to Federal Government) of a "petrol tax", calculated at a rate per gallon.</p> <p>(b) All vehicles used to transport passengers or goods for hire or reward are also subject to special registration at a fee of £2 per annum.</p> <p>A vehicle used to convey passengers "at separate fares" is also subject to a special tax</p>	No inland navigation.

at a rate not exceeding 6% of their gross earnings.

Certain "goods" vehicles are also subject to a special annual tax not exceeding 7s. 6d. per power-load weight (horse-power, plus maximum load in cwt. plus weight unladen in cwt.).

(c) and (d) No information.

(c) Subject to deduction of administration costs, revenue from the above is applied toward road maintenance and construction.

(d) No special taxes for benefit of any particular form of transport, but where a railway or tramway is closed offers are invited for road transport in lieu thereof, the tenderers offering to pay an annual premium which is applied in reduction or cancellation of the capital cost of the railway or tramway which has been closed.

(e) Private line : nil. Other lines (State controlled) : All administration and operating costs and capital charges are debited against the consolidated revenue of the State, all revenue from operations being credited to that fund.

(e) Nil.

No fixed budgetary charges are provided.

* * *

**South
Australia**

(a) *Direct taxes.* — No direct taxes are payable by Railways except a small amount for corporation and district council rates on occupied departmental cottages. The Railways, however, bear the whole expense of constructing

(a) The road user pays no direct tax as such for the construction and maintenance of roads, but by payment of registration and licence fees and petrol tax makes a contribution to general Commonwealth and State revenue,

a), (b), (c) and (d) No information available.

	Railway	Road	Inland navigation
Australia (continued):	and maintaining their own permanent way and signals, including warning devices at road and rail crossings.	from which sources the roads are maintained. The payment of these indirect taxes by road users (as such) is probably not sufficient to meet fully road maintenance costs.	
South Australia (continued)	<p><i>Indirect taxes.</i> — Customs duties on imported material and petrol tax included in the purchase price of petrol are forms of indirect taxation imposed on Railways. As regards petrol tax, it should be noted that the revenue therefrom is applied by the Commonwealth more or less directly in maintenance of roads. The petrol purchased by Railways is mostly for use in rail motor-cars, which do not make use of roadways. To this extent, the petrol tax is a form of tax applied to Railways for which the latter receives no benefit either directly or indirectly.</p> <p><i>Social charges.</i> — Railway revenue has to meet annually a contribution to the South Australian Superannuation Fund, which, together with the contributions from employees, provides a fund to pay an annuity or pension to all superannuated employees.</p> <p>(b) No special taxes are levied on railway transport services.</p> <p>(c) No information.</p>	<p>The registration fee for all vehicles is based on the horse-power and weight of vehicles and the class of tyres. Article 9 of the Road Traffic Act, 1934, contains a scale on this subject. According to the terms of this article, the registration fee is increased if the vehicle is fitted with rubber tyres other than pneumatic or metal tyres.</p> <p>(b) Passenger and goods services licensed by the Transport Control Board pay a licence fee based upon a percentage of their gross earnings. This ranges from 2½% to 10%, the higher rates being charged in railway districts.</p> <p>(c) No. The main roads are maintained by the Government with money raised chiefly by the registration fees on motor vehicles and a contribution by the Commonwealth Government from duties on imported petrol. District roads are maintained by local governing bodies from general rates on improved or unimproved properties.</p>	

(d) No, but in two or three districts the revenue received from the sales of Crown lands within eight miles of railways is credited to the Railways Department.

(d) No special dues.

(e) To answer this question fully would involve considerable research. The League of Nations appears to require the percentage of the total State's budgeted expenditure (including municipal expenditure) incurred in the maintenance and operation of railways, road services and inland waterways. Similarly, the percentage of the State's (including municipalities) total revenue received from each of these three undertakings. This problem is complicated from the fact that no figure is readily available representing either the total expenditure or the total revenue incurred or derived by the Government from the maintenance and operation of road undertakings.

With regard to Railways, expenditure and revenue figures are readily ascertainable from annual reports.

Expenditure under this heading would include highways and local Government expenditure on main roads and bridges, also district council and corporation expenditure on roads and bridges, including, in each case, expenditure from Commonwealth grants for roads. Revenue would include licence fees received by the Transport Control Board, registration fees of motor vehicles, drivers' licences and petrol tax.

The question arises here as to whether expenditure on wharves and River Murray locks should be included, also revenue from wharfage dues, lockage, etc.

The Auditor-General has, on several occasions, referred to the lack of sufficient statistical information to enable a satisfactory evaluation of the total State's expenditure on transport agencies.

* * *

**New South
Wales**

(a), (b) and (c) The New South Wales Government Railways are a State instrumentality and there are no taxes in the ordinary sense levied upon the undertakings.

The Commissioner, however, is not exempt from such charges as Customs duties on imports

(a), (b) and (c) The fees chargeable for all privately owned and operated motor vehicles are as follows :

Registration. — Motor-omnibus, £2; other vehicles, £1 per annum.

(a), (b), (c), (d) and (e) Transport undertakings have to pay income and other taxes applicable to other companies, firms or individuals.

They also have to pay survey fees, for certificates of survey, tonnage rates or berthing

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : New South Wales <i>(continued)</i>	<p>used in the operation of the services, although the undertaking is exempted from payment of municipal and shire rates.</p> <p><i>Tramways.</i> — The New South Wales Government Tramways are a State instrumentality and there are no taxes in the ordinary sense levied upon the undertaking. The Commissioner, however, is not exempt from such charges as Customs duties on imports used in the operation of the services, although the undertaking is exempted from payment of municipal and shire rates.</p> <p>The tramways have to bear the cost of maintaining the roadway between the rails of the tramway and for the space of eighteen inches on either side of such rails.</p>	<p><i>Taxation</i> (for road construction and maintenance) :</p> <p>Motor-omnibus. — 4s. 3d. per ½ cwt. of unladen weight.</p> <p>Other vehicles. — 2s. 9d. per ½ cwt. of unladen weight.</p> <p>These rates apply to vehicles with pneumatic tyres, higher rates being charged if non-pneumatic tyres are fitted. The rate is reduced by 6d. per ½ cwt. if the vehicle is one manufactured in the British Empire.</p> <p>In addition, a service licence fee is charged in respect of all motor-omnibuses in the Sydney or Newcastle areas. Maximum fee is £4 per seat per annum based on the nature and extent of the benefit enjoyed by the issue of the service licence.</p> <p>In appropriate areas, a mileage charge may be imposed under the provisions of the State Transport (Co-ordination) Act, 1931, in respect of the operation of commercial goods or passenger vehicles. Maximum charge is 1d. per passenger per mile for passenger vehicles or, in the case of goods vehicles, 3d. per ton per mile of the aggregate of the weight of the vehicle unladen and of the weight of loading the vehicle is capable of carrying, whether such weight is carried or not. In the case of goods vehicles, this charge is not payable unless the competition with the Railways exceeds 50 miles. The amount of charge is assessed according to the extent of competition with the Railways or tramways. No charge is imposed in many cases, and in others an amount calculated at a rate less than the maximum is charged.</p>	<p>charges, according to the size of the vessel, for the use of public wharves; and at a port where there is a pilotage establishment, harbour and light rates, if vessels are registered under the provisions of the Merchant Shipping Act.</p> <p>There are no special dues for the benefit of a given means of transport.</p> <p>The revenue from inland navigation in New South Wales is infinitesimal.</p>

(d) There are no special dues payable by the Railways for the benefit of any other form of transport (see also reply to this question under the heading "Road").

Tramways. — There are no special dues payable by the tramways for the benefit of any other form of transport.

(e) Percentage of State's public debt corresponding to net loan capital of railways at June 30th, 1936 : 43.01.

Percentage of interest paid by Railways during 1935/36 on mean loan capital for 1935/36 : 3.37.

Percentage of interest paid by Railways during 1935/36 to interest paid by State during 1935/36 on public debt : 37.48.

Revenue of Railways for year 1935/36 : £17,753,580 17s. 10d.

Percentage of Railway revenue to State's revenue for 1935/36 : 38.14.

Tramways. — Percentage of State's public debt corresponding to loan capital of tramways at June 30th, 1936 : 2.649.

Percentage of interest paid by tramways during 1935/36 on mean loan capital for 1935/36 : 3.639.

Percentage of interest paid by tramways during 1935/36 to interest paid by State during 1935/36 on public debt : 2.565.

Revenue of tramways for year 1935/36 : £3,757,746 5s. 9d.

Percentage of tramway revenue to State's revenue for 1935/36 : 8.072.

(d) Portion of the charges imposed on certain classes of motor vehicles by the State Transport (Co-ordination) Act (see sub-paragraph above) in respect of competition with Railways or tramways is paid to railway and tramway funds in proportion to the extent of the competition with these services. In 1935/36, these credits amounted to £22,056 and £119 respectively.

(e) These figures are not available in the case of the Departmental omnibuses, and so far as the privately owned services are concerned, the question is not applicable.

	Railway	Road	Inland navigation
Australia (continued): Queensland	(a), (b), (c) and (d) There are no special taxes.	<p>There are no special taxes on other than commercial road vehicles competing with the Railways or passenger vehicles operating in traffic districts.</p> <p>(a) Ordinary motor vehicle registration fees vary according to the tyres of the vehicle, whether pneumatic or non-pneumatic rubber, or metal tyres, and according to capacity and horse-power.</p> <p>(b) and (c) The under-mentioned maximum fees are applicable to competitive commercial road transport vehicles conveying other than exempt goods where the operation is in excess of a distance of 15 miles from the point of commencement in the case of goods vehicles, and in respect of passenger vehicles operating in a traffic district.</p> <p>(d) The heavy vehicle fees are apportioned between road constructing authorities and consolidated revenue, approximately ten twenty-thirds being allotted to consolidated revenue. Railways do not obtain any actual credit from road fees.</p> <p>(e) Nil.</p>	No inland navigation.
	(e) The capital indebtedness of the Queensland Railways represents 50% of the total indebtedness of the State. The aggregate railway revenue for the financial years 1934-1936 was £19,752,054, representing 44.24% of the State revenue. The aggregate railway expenditure (including interest on reduced capital) was £19,215,161, which represented 40.83% of the State expenditure. A period of three years is taken, for the reason that the results of the last financial railway operations		

were, on account of the serious drought conditions, not a true reflection of the position. The net revenue to the State from the special fees of commercial passenger vehicles was £13,678, which represents 0.082% of the State revenue.

* * *

Tasmania

(a), (b) and (c) There are no special taxes levied as on transport undertakings only; the Railways, being owned by the Government, are not subject to State taxes, but, of course, pay Commonwealth Customs duties on imported material, etc.

(a), (b) and (c) There are no special taxes levied as on transport undertakings only. Road services pay ordinary taxes. If motor vehicles, they also pay a motor tax in common with all other motor vehicles, which is credited to a fund for the maintenance of State highways. Road transport services which run in more than one area pay a freight and passenger tax varying from nil to $8\frac{1}{3}\%$, as may be fixed by the Transport Committee. They also pay licence fees of £2 each for goods-carrying vehicles and 6s. per passenger for passenger vehicles.

(a), (b), (c), (d) and (e) No information available.

(d) There are no special dues for the benefit of a given means of transport.

The costs of State Railway services are voted by Parliament. Revenue received is credited to the consolidated revenue. There is no profit in running State Railways.

(e) No information available.

(e) No information available.

* * *

Victoria

(a) *Direct taxes.* — Nil.

Indirect taxes. — Petrol tax is included in the price paid for the petrol used by the Railways. This tax, however, applies to all consumers of petrol.

Sales tax (which is of general public application) is paid on certain commodities used by the

(a) Registration fees for motor vehicles operating commercially vary according to the weight of the vehicle and the type of tyres or wheels with which it is equipped; all persons engaged in agricultural, horticultural, viticultural, dairying, pastoral or other like produce and using a vehicle solely for carrying the produce of the land of such producers or goods

Inland navigation of no importance.

	Railway	Road	Inland navigation
Australia (continued): Victoria (continued)	<p>Railways in their trading services (dining-rooms, book-stalls, etc.) as distinct from the transport services.</p> <p><i>Social charges.</i> — Pensions and gratuities to officers and employees upon retirement. The Department since 1926 has accepted the liability for one-half of the cost of these pensions, the other half being contributed by the officers and employees.</p> <p>(b) and (c) No special taxes.</p>	<p>necessary for working such land shall enjoy special rates.</p> <p>(b) The rates for commercial vehicles are higher than those for "private" cars. The rate for the latter is 3s. per power-weight unit. There are no special taxes for "public transport services". A licence fee — maximum £5, minimum 5s. — is paid for a licence granted and issued by the Transport Regulation Board. This, by the terms of the Act itself, is regarded merely as an administrative fee and not in any sense as a "tax".</p> <p>(c) In addition to "registration" fees (which, after cost of administration of the Motor-car Acts has been met, are paid to a "road" fund), there is a Customs duty on petrol imposed by the Commonwealth Government. This duty is at 7½d. per gallon approximately and is an indirect tax on all motor users — private or commercial. A proportion of this — about 2½d. per gallon in Victoria generally — is returned to the State Road Fund. The balance goes to Commonwealth revenue.</p>	
	<p>(d) By a law enacted in 1896, and since re-enacted, it was provided that any loss incurred in the working of any line constructed since the</p>	<p>(d) There are no special dues imposed upon road transport for the benefit of any other form of transport.</p>	

enactment of that law should be recouped to the Department from the consolidated revenue of the State. These recoups may be regarded as "special dues". It was further provided by the same law that, if the Department were required by a direction from the Governor in Council to reduce fares or freight rates, the consequential losses of revenue should be recouped to it from the consolidated revenue. These recoups may also be regarded as "special dues" in relation to the Railways, but at the same time they are, in fact, bounties to the industries in respect of which transport charges have been or may be reduced below the ordinary tariff rates.

(e) No budgetary charges are imposed by the State on the Railways in respect of the establishment and upkeep of means of communication. The State is responsible for railway losses, and any deficiency is made good out of the State's revenue, which includes collections from general taxation.

(e) No such direct budgetary charges are imposed upon, and no revenue of the kind accrues from, road transport. It can be said broadly that the cost of road maintenance is met by road users.

Austria

(a) Railways undertakings operating public transport services,

motor transport undertakings, whether operating regular services or not,

and shipping undertakings

possess legal personality; they are accordingly subject, *inter alia*, to the corporation tax ("Körperschaftsteuer"), and, in so far as they do not enjoy separate personality, to the general tax on professions ("allgemeine Erwerbssteuer") and to income-tax; among other taxes of special importance to which they are subject, mention should be made of the so-called assistance tax ("Fürsorgeabgabe").

As to social charges, the Federal Railways, which are by far the largest railway undertaking, paid in 1935 approximately one million schillings in contribution to unemployment insurance, six millions for sickness insurance, four millions for accident insurance, and paid out pensions to a total of approximately 141 million schillings. Private railway undertakings have to contribute 10% of the wages of their employees towards old age insurance and 2.5% towards accident insurance, together with 1.5% of the wages of established employees

As to social charges, motor transport undertakings, having the character of employers, have to pay half the social insurance contributions of their staff (sickness, accident, old age, and unemployment insurance), representing 20% of the wages or salaries of workers and employees, subject to a specified maximum limit.

The social charges payable by shipping undertakings are in the main similar to those levied on motor transport undertakings.

	Railway	Road	Inland navigation
Austria (continued)	and 3% of the wages of auxiliary staff for sickness insurance, and 0.5% and 6% for those two categories of employees respectively for unemployment insurance.		
	(b) Special taxes levied on railway undertakings consist of the taxes on railway traffic ("Eisenbahnverkehrssteuern"), the duties on waybills and the taxes on transport permits at reduced rates. The taxes on railway traffic amount to 5% of the rates charged for the transport of goods, passengers and luggage. The duty on waybills amounts to 0.50 schilling for each bill, for consignments exceeding 5,000 kilogrammes in weight or requiring one whole truck or more for transport, and to 0.05 schilling per bill for any other consignment; this duty is doubled in the case of waybills "to order". Transport permits delivered free of charge, or at reduced rates, are subject to a stamp duty payable by the recipient and varying between 0.10 schilling and 2 schillings.	(b) The tax on motor traffic ("Kraftwagenverkehrssteuer") is levied on all motor transport of passengers and goods for which a charge is made. It amounts to 3% or 5% of the charge made for transport, according as the undertaking is or is not liable to turnover tax. A further charge on motor traffic is the petrol tax ("Benzinsteuer"); as, however, the latter tax is levied uniformly, with certain exceptions, on all undertakings consuming petrol, the proportion paid by motor-cars cannot be ascertained. The earlier motor-car tax has now been abolished. The transport certificates ("Beförderungsscheine") required by the ordinance governing the use of motor lorries are subject to payment of a waybill duty of 0.05 schilling per certificate.	(b) In river navigation, the duty on waybills amounts to 0.50 schilling, while in the case of navigation on lakes it amounts to 0.02 schilling. Passenger traffic in inland navigation is subject to a tax of 2% of the fare charged.
	(c) and (d) There are no special taxes or dues.	(c) and (d) There are no special taxes or dues.	(c) and (d) There are no special taxes or dues.

(e) In 1935, the Federal Government spent 171.5 million schillings, or 11.83% of its total expenditure, on the Railways, 52.8 millions, or 3.64% of the total expenditure, on roads, and 2.9 millions, or 0.14% of the total expenditure, on navigation. In addition to Government expenditure on roads, the Federal provinces and municipalities spent a total which is not yet known exactly, but may be estimated at 25 million schillings. As regards income, taxes on railway traffic brought in to the Government, in 1935, 18.1 million schillings, or 1.4% of the total income. The tax on motor-cars (arrears from previous financial years) and the tax on motor traffic brought in to the Government, in 1935, a total of 3.3 millions, or 0.26% of its total income. The total yield of the petrol tax was 39.9 millions, but, as has been pointed out above (see under (b)), the exact share of motor vehicles in that yield cannot be ascertained. Receipts from navigation are too small to merit special mention.

Belgium¹

The information required under this head mainly concerns the Finance Department, except on the following special points :

(a) Transport contracts are subject to a special tax of 1.25%, which is usually recovered by an increase in transport charges. (a), (b), (c), (d) and (e) No information available.

The social charges that may be borne by railway undertakings are the following :

- Grants to pension funds ;
- Grants to social insurance funds ;
- Grants to philanthropic institutions, including canteens, housing and building loan companies, clothing clubs, etc. ;
- Cost of medical service.

(b) No information available.

(c) For the cost of inspection and administration, the companies operating main railways (including the Société nationale des Chemins de fer belges) pay dues calculated on the basis of 280 francs per kilometre operated.

(b) No information available.

(c) The following taxes are levied for road maintenance :

On motor-coach operators — a tax at a flat rate of 500 francs per annum per vehicle operated by the undertaking.

On motor-bus operators — a quarterly charge calculated at the rate of 0.05 franc per vehicle-kilometre, distributed among the communes, the provinces and the State on the basis of the distance covered on the road system of each of these authorities.

For the cost of inspection and administration :

Operators of motor-coach services are required to pay an annual charge at a flat rate of 200 francs per vehicle used by the undertaking.

Operators of motor-bus services are required to pay a quarterly charge of 50 francs per vehicle in service, exclusive of reserve vehicles (some communes sometimes levy a supplementary charge under this head. This may be a lump sum or a sum based on the receipts of the service.)

Holders of authorisations for the carriage of goods by motor vehicle are required to make an annual payment per licensed vehicle, which varies, according to tonnage, between

¹ See A.1'(a) and (b), page 18.

	Railway	Road	Inland navigation
Belgium (continued)		75 francs and 200 francs (a special and lower charge is also levied should an authorisation be replaced or a duplicate issued on account of the loss, theft, damage or destruction of the original authorisation).	
	(d) Motor-bus services competing with the lines operated by the <i>Société nationale des Chemins de fer belges</i> or the <i>Société nationale des Chemins de fer vicinaux</i> are required to pay compensation for the loss thus caused. The amount, which varies with the gross receipts of the various motor-bus services, may not, however, exceed 10% of the total gross receipts of these undertakings (after deduction of the transport tax of 2½%).		
	Local railways and tramways competing with the S.N.C.B.'s lines may also be required to pay a charge either at a flat rate or proportionate to receipts.		
	(e) No information available.	(e) No information available.	
Brazil	(a), (b), (c), (d) and (e) Railway companies pay income-tax. They also pay indirect taxes in the form of Customs and consumption duties on railway material. Railways contribute by the payment of a proportion of their gross receipts to a pension and retirement fund for their employees. If the Railways show a loss, the public pays the quota owing by the Railways in the form of increased tariffs. The Railways administered by the Federal Government levy a 10% tax on tariffs. The yield of this tax, which was considered originally as a special receipt to be used for the improvement of the Railways, is nowadays paid into the Treasury as extraordinary revenue.	(a), (b), (c), (d) and (e) Carriers by road (private or for hire) pay various direct and indirect taxes, such as : State and municipal traffic tax (registration or motor-car licence); State tax on the consumption of petrol; Federal tax on petrol and oils (fuel and lubricating), motor-cars, motor-lorries, chassis, tyres, inner tubes, spare parts, etc. There was formerly an additional duty on petrol and the other above-mentioned articles, besides the import duty. This duty was of a special nature and was to be used to form a "Road Fund" for highway construction. Subsequently, this duty was incorporated in the tax and included in the general revenue of the Union.	(a) and (b) The taxes levied on inland navigation undertakings are the same as those payable by an undertaking or company engaged in some other activity. The social laws for the protection of maritime workers provide for a contribution by the shipping undertaking and the payment of a social welfare tax by the public. (c) No special tax is levied on inland navigation. (d) There are no special dues. (e) Nil.

The other railway lines, those operated by the State Governments or by private concerns, are entitled to levy a similar tax, but its yield must be used exclusively for improvements and new works on the said lines.

There are no special dues for the benefit of the Railways.

As regards the budgetary charges (including interest and debt redemption) of the Union, the States and the municipalities, for the establishment and upkeep of means of communication, it appears that only the Central Audit Office of the Republic and the State Governments could supply reliable information.

**United
Kingdom**

(a) All transport undertakings are liable to the following taxes in common with other industrial and commercial undertakings :

1. *Income-tax.* — A national tax levied in the main upon the total profits of operation.
2. *Land tax.* — A national tax, which has ceased to exist in some localities, levied upon the annual value of buildings or land owned or occupied by the undertaking. (The rate of this tax varies from place to place but does not exceed 1s. in the £ in any case and is usually much lower.)
3. *Share capital duty.* — A national tax payable if the undertaking establishes a joint-stock (limited liability) company under United Kingdom law. (The tax consists of an initial (not an annual) charge at the rate of 10s. per £100 of *nominal registered* share capital.)
4. *Hydrocarbon oil tax.* — This tax is a Customs duty levied on light and heavy hydrocarbon oil imported into the United Kingdom. The present rate of tax is 8d. per gallon on light oil and 1d. per gallon on heavy oil. (See answer to (c).)
5. *Employer's contributions in respect of health pensions and unemployment insurance of employees.* — (The employer's contribution for both insurances is, in general, 1s. 7d. per week for adult male employees.) Some classes of employees (*e.g.*, certain grades of railway workers) are exempted from inclusion in the health or unemployment insurance schemes.
6. *Local rates.* — These rates constitute the main source of revenue (apart from exchequer grants) of local government authorities. The occupiers of transport undertakings, in common with all occupiers of industrial and other property — apart from agricultural lands and buildings, which are totally exempt from rates — pay rates to the local authorities.

As from 1929, rates are payable on one quarter only of the ascertained net annual values of "freight transport hereditaments" (which term covers most of the rateable property of railways, canals and docks), and of industrial hereditaments (*e.g.*, factories, workshop, mines, etc.). In the case of the owners of freight "transport hereditaments" the benefit from this relief has to be passed on to users of the undertakings in the form of reductions in charges.

(b) There are no special taxes on railways, tramways or trolley vehicles.

(b) Fees are payable for licences issued in respect of the operation of public service vehicles (*i.e.*, motor vehicles seating more than eight persons carrying passengers by road for hire or

(b) There are no special taxes.

United Kingdom (continued)	Railway	Road	Inland navigation
	(c) No special taxes of this kind are levied on railways.	reward) and in respect of licences to carry goods by road motor vehicles for hire or reward or otherwise. These fees are intended to cover the expenses of the authorities which regulate the operation of vehicles of these classes — <i>i.e.</i> , the Area Traffic Commissioners and the Licensing Authorities. (These fees are additional to the excise duties on mechanically propelled road vehicles referred to in (c) below.)	
	<i>Tramways and trolley-vehicles.</i> — Tramway undertakings are liable for the upkeep of the roadway between their rails and for the space of 18 inches on either side. In addition, they pay a small fixed excise duty in respect of each vehicle.	(c) Excise duties at varying rates are payable annually in respect of all mechanically propelled road vehicles (with certain minor exceptions — <i>e.g.</i> , plant used solely for maintaining or repairing public roads). They are assessed on seating capacity in respect of public service vehicles and on unladen weight in respect of goods-carrying vehicles and tractors.	(c) No information.
	Trolley-vehicles are assessed for excise duty at the same rates as public service vehicles.	The duty of 1 <i>d.</i> per gallon on heavy hydrocarbon oil referred to in the answer to (a) 4 is increased to 8 <i>d.</i> per gallon in the case of heavy hydrocarbon oil used by mechanically propelled road vehicles.	
	(d) There are no special dues.	(d) There are no special dues.	(d) There are no special dues.
	(e) Railway undertakings are maintained and operated by their owners and not by the State and no burden falls upon national or local authority budgets in respect of transport by railway.	(e) Road transport undertakings are maintained and operated by their owners and not by the State.	(e) Canal undertakings are maintained and operated by their owners and not by the State, and no burden falls upon national or local authority budgets in respect of transport by canal or inland navigation.
	<i>Tramways and trolley-vehicles.</i> — See under "Road".	A number of municipalities own and operate motor-omnibus (public service vehicle), trolley-vehicle and tramway undertakings, any deficits being met from the general revenue of the municipality concerned and any net profits being credited to the general revenues.	

The public highway system (including road bridges) of the country (mileage 178,000) is maintained and improved out of local and national funds. In general, the local authorities other than rural district councils are the highway authorities and are responsible for the upkeep of the roads and bridges in their area and, where necessary, the construction of new roads or bridges. They are assisted in the maintenance and improvement of the more important roads and bridges which are classified as Class I and Class II roads (combined mileage 44,000) and the construction of new roads or bridges included in either class by grants from a national Road Fund which is fed from the proceeds of the excise duties on mechanically propelled road vehicles (see (c)), but since April 1st, 1937, these receipts are payable direct to the national exchequer, and the Road Fund is fed by annual votes of Parliament. In addition, grants from the Road Fund are made towards the cost of approved works of construction, reconstruction and improvement of other public highways of less importance than those in Classes I and II.

As from April 1st, 1937, approximately 4,500 miles of the main through routes designated as "trunk roads" have been transferred to the Minister of Transport and have become maintainable entirely by the central Government, the expenditure being met out of the Road Fund.

In the year ending March 31st, 1935, the total expenditure on highways was £51½ million (exclusive of about £10 million for loan charges in respect of work done in previous years). About £30½ million was found from local rates (see (a) 6), about £5 million was met by public utility undertakings and frontagers under legal liabilities, £4 million from loans, the remainder (£12 million) being met by grants from the Road Fund and from other national sources. In addition, the Road Fund

	Railway	Road	Inland navigation
United Kingdom (continued)		<p>has since 1929 contributed about £6½ million a year towards the general exchequer contribution in aid of local expenditure.</p> <p>The expenditure on roads, road services and administration met from national sources in the year ending March 31st, 1935, was about £20 million, representing 2.5% of the total budget receipts of about £800 million. In the same period, the total expenditure on roads borne on local rates (£30½ million) represented about 17% of the total local authority receipts from rates of about £172 million.</p>	
Information is not available to show what proportion of national or local authority revenue accrues from transport undertakings.			
Bulgaria	(a), (b), (c), (d) and (e) Nil.	<p>(a) There are direct and indirect taxes (on fuel, oil, tyres, etc.)</p> <p>(b) There are no special taxes on public transport services.</p> <p>(c) The road tax is at present included in the price of fuel (0.50 lev per litre of petrol). For private vehicles, this tax is 1,000 leva per annum.</p> <p>(d) There are no special taxes.</p> <p>(e) No information.</p>	(a), (b), (c), (d) and (e) No information.
Canada	<p>(a) The following taxes are levied on railways : property and business tax, income-tax, workmen's compensation.</p> <p>(b) Railways undertakings must pay a tax of 10% on sleeping and parlour car tickets; minimum of 25 cents and 10 cents respectively.</p>	<p>(a) Road transport undertakings must pay property and business tax, income-tax, workmen's compensation.</p> <p>(b) In some provinces, passenger vehicles are taxed usually on rent mileage; carrier-trucks usually on weight.</p>	<p>(a) Public works are not subject to any taxes except workmen's compensation.</p> <p>(b) Harbour dues pilotage are paid except where exempt under reciprocal arrangement with the United States of America for ports in Ontario, and workmen's compensation is levied in provinces in which this is in effect.</p>

(c) No special taxes of this kind are levied.

(d) There are no special dues for the benefit of a given means of transport.

(e) Capital investment :

Dominion :	Provincial :
\$	\$
1,196,810,866	117,552,870
964,654,240 (guarantees)	

Operating cost :

50,937,295 (principally guarantees)	1,227,607
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Revenues : Nil.

Budget :

478,004,747	229,483,726
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Dominion Government:

Investment:

Public Works, Railways . . .	442,884,582
Railway accounts (old) . . .	88,398,829
Railway accounts (loans now active)	665,527,455
Total investment	1,196,810,866
Loans guaranteed	964,654,240

Operation:

Canadian National Railways' Guarantees	42,589,825
Eastern lines — deficit . . .	5,818,076
Maritime Freight Rates Act	2,529,394
Total	50,937,295

Revenues : Nil.

(c) There is a gasoline tax and vehicle licence fees.

(d) There are no special dues for the benefit of a given means of transport.

(e) Provincial only :

	\$
Capital investment	502,716,448
Operating cost	67,026,260
Revenues	50,622,683
Budget	229,483,726

Provincial Governments:

Investment:

Roads	467,896,248
Bridges	34,820,200

Total 502,716,448

Operation:

	\$
Capital ¹	46,144,295
Maintenance	19,014,588
Plant	1,867,377
	67,026,260

Revenues 50,622,683

Budget:

Ordinary expenditure 229,483,726

(c) All canals are free.

(d) There are no special dues for the benefit of a given means of transport.

(e) Dominion only :

	\$
Capital investment	250,396,930
Operating cost	2,554,986
Revenues	837,871

Budget: Dominion Government:

Expenditures:

Ordinary	354,368,220
Capital and other	123,636,527

Total 478,004,747

¹ Capital is to a considerable extent reconstruction which may be included in operation.

	Railway	Road	Inland navigation
Canada (continued)	<i>Budget: Dominion Government:</i>		
		\$	
	Ordinary	354,368,220	
	Capital and other	123,636,527	
		<hr/>	
	Total	478,004,747	
	<i>Provincial Governments:</i>		
	<i>Investment:</i>		
	All provinces except British Columbia	38,454,367	
	B.C. Pacific Great Eastern (guarantees)	79,098,503	
	<hr/>		
	117,552,870		
<i>Operation: Nil.</i>			
<i>Revenues:</i>			
Ontario T. and N.O., and N.C.R.	1,102,075		
B.C., Pacific Great Eastern	125,532		
	<hr/>		
	1,227,607		

China

(a) As most railways in China are State operated, there are no ordinary taxes on Railways.

(b), (c) and (d) There are no special taxes or dues.

(a) Ordinary taxes levied on transport undertakings are licence fees, business tax and charges on the monopolistic use of highways.

(b) No special taxes on public transport services are levied.

(c) There are no special taxes on highway transport services, except maintenance fees.

(a) Inland navigation services are subject to the following taxes : income-tax, tonnage dues, stamp duty, port dues, tax payable on the vessel.

(b) There are no special taxes.

(c) Special taxes are levied in certain places for local purposes : for instance, the Maritime Customs Office of Shanghai is required to levy a special tax for the improvement of the Whampoo river, and the Chefoo Customs Office levies a tax for the upkeep of the dyke. The special charges levied by other Customs are all allocated to the upkeep of waterways.

- (e) Expenditure on the capital charges of State Railways in China represents 8% of the ordinary general budget — *i.e.*, 78 million yuan as compared with 990,658,450 yuan, the total amount of the ordinary budget for 1936.
- The cost of the repair and upkeep of each line is included in its working expenses. The individual budgets of these lines are included in the budget of public undertakings and do not appear in the ordinary State budget.
- (d) There are no special dues for the benefit of a given means of transport.
- (d) There are no special dues for the benefit of a given means of transport.
- (e) Data incomplete.
- (e) Full information has not yet been received from all the provinces.

Ecuador

- (a) The ordinary taxes levied on transport undertakings are as follows :
1. *Direct taxes.* — Customs duties : a sliding-scale of so much per thousand on working capital ; a tax on earnings of operation and of capital.
 2. *Indirect taxes.* — 2% on the sale of tickets.
 3. *Social charges.* — Duties levied to swell the Social Welfare Fund.
- (b) and (c) No information.
- (b) There are also special taxes — *e.g.*, for registration and circulation.
- (b), (c) and (d) No information.
- (d) Railway profits (Southern Railway, Central Railway of Ecuador) pay charges on liquid revenue.
- (c) The proceeds of these taxes are employed on the maintenance of urban and rural roads.
- (e) There are special local taxes employed for the construction and maintenance of means of communication — *e.g.*, those paid by the South-American Development Co. (a mining company), of Zaruma, for the building of the Puerto Bolivar-Rio Amarillo Railway, those charged by the oil-field undertakings (10 cents per gallon) for the building of the Playas-Babahoyo road, and those paid by producers of alcohol and loaf sugar (2 cents per litre or per packet) for the building of the Intag road. To these taxes should be added the total credit under the State budget, representing 17% of the total annual expenditure.

Estonia

- (a) The Railways in Estonia are a State undertaking which pays all its revenue into the State exchequer and draws on the exchequer for its expenditure after the budget has been passed.
- (a) The motor services are taxed on the same basis as all commercial undertakings. The Customs duty on motor vehicles and the Customs and excise duties on petrol may be regarded as indirect taxes.
- (a) The inland navigation services are liable to the same taxes as other commercial undertakings.
- An annual tax is levied amounting to 5 kroons per 100 kilogrammes of the unloaded weight of

Estonia
(continued)

Railway

Road

Inland navigation

the motor vehicle and 4 kroons in the case of omnibuses and lorries. If motor vehicles use liquid fuel not liable to excise duty, a tax of 30 kroons is levied per 100 kilogrammes of the unloaded weight of the motor vehicle, of 18 kroons in the case of omnibuses and of 13 kroons in the case of lorries.

For temporary transport permits, an annual tax of 30 kroons is charged after the first registration of the vehicle, and thereafter a tax of 20 kroons per annum.

- (b) There are no special taxes.
- (c) There are no special taxes.

(d) A State tax of 20% is levied on all transport for remuneration carried out on a railway line belonging to a factory and open to the public ; the transport dues may exceed those of the State Railways by 25%.

(e) The budget of the Railway Administration amounted to 18% of the State budget in 1935/36 and to 17% of the State budget in 1936/37.

- (b) There are no special taxes.
- (c) There are no special taxes.

(d) There are no special dues for the benefit of a given means of transport.

(e) The expenditure on roads was 3.9% in the State budget for 1935/36 and 4% in 1936/37; outside the State budget, 590,000 kroons in 1935/36, or 0.9% in comparison with the State budget, and 850,000 kroons or 1.2% in 1936/37.

- (b) There are no special taxes.

(c) There are port dues, the proceeds of which are used for the upkeep of the ports and the marking of maritime routes.

(d) There are no special dues for the benefit of a given means of transport.

(e) The expenditure on inland navigation amounted to 0.1% of the State budget. This sum is used for the upkeep of the ports and the marking of maritime routes.

United States of America

(a) Of the total taxes of the railways in 1935, 10.41% were paid to the Federal Government.

Taxes levied on railways by the Federal Government in 1935 :

Kind	Percentage of total Federal tax
Income taxes	72.10
Capital stock taxes	19.92
Electrical energy taxes	0.04

Kind	Percentage of total Federal tax
Telephone and telegram taxes	0.85
Taxes on club dues	0.01
Taxes on gasoline and oils	0.48
Documentary stamp taxes	0.12
Taxes on materials. less than	0.01
Beer and liquor taxes and licences	0.02
Miscellaneous not classified	6.46

Similar taxes apply to other forms of transport.

In 1935, the Social Security Act was enacted levying excise taxes on the railways as well as other forms of transport to provide against unemployment, and the Retirement Tax Act levying on the railways an excise tax for retirement of employees.

Taxes levied on railways by the several States :

- Ad valorem* on road and equipment, market value of stocks and bonds, or capitalisation of earnings ;
- Tax on gross or net earnings ;
- Franchise tax ;
- Licence tax ;
- Income-tax ;
- Various, such as gasoline and liquor.

Taxes levied on motor vehicles :

Federal manufacturers' excise taxes on :

- Gasoline ;
- Lubricating oils ;
- Motor vehicles ;
- Tyres and inner tubes ;
- Parts and accessories ;

State fees and taxes :

Registration fees based on :

- Gross weight ;
- Net weight ;
- Chassis weight ;
- Horse-power ;
- Rated capacity ;
- Value ;
- Flat rate ;

Combinations of two or more of above bases.

County fees and taxes :

- Registration fees or wheel taxes ;
- Road and bridge privilege taxes ;

State taxes on carriers by water include :

- Personal property tax ;
- Income-tax ;
- Franchise tax ;
- Gross receipts tax ;
- Intangible tax ;
- Excise tax ;
- Sales tax ;
- Liquor tax, etc.

United States
of America
(continued)

Railway

Road

Inland navigation

Franchise fees;
Gasoline taxes.
Municipal fees and taxes:
Registration fees or wheel taxes;
Franchise fees;
Gasoline taxes;
Operators' and chauffeurs' licence fees.
Personal property taxes — State, county
and municipal;
Public bridge and ferry tolls — State,
county and municipal.

(b) No information.

(b) Special motor-vehicle carrier fees (State):
Mileage taxes;
Ton-mile or passenger-mile taxes;
Gross receipts taxes;
Special licence taxes, certificate fees, permit
fees, etc.;
State gasoline taxes;
Operators' and chauffeurs' licence fees;
Fees for certificates of title;
Fees for transfer or re-registration.

(b) No information.

(c) No information.

(c) Of the total State highway revenue in 1932, excluding funds devoted to construction such as proceeds from sales of bonds and notes and grants from Federal sources, 90.9% was derived from motor-vehicle fees, gasoline tax receipts, etc., allotted for that purpose. Of the total expenditures for State highway purposes in 1932, 20.75% was for maintenance, 3.25% for equipment, machinery, and miscellaneous, 8.48% for interest, and 67.52% for capital investment in road construction and right of way.

(c) No information.

(d) Organisations supported by the railways through the payment of dues or assessments :

Association of American Railroads ;
Bureau of Railway Economics ;
American Railway Engineering Association ;
The American Short Line Railroad Association ;
Bureau of Information of the Eastern Railways ;
Central Freight Association ;
Chicago Railroad Freight Collection Association ;
Committee on Public Relations of the Eastern Railroads ;
Eastern Railroad Association ;
Young Men's Christian Associations (Railroad Branches) ;
Trunk Line Association ;
Western Association of Railway Executives ;
Western Railway Committee on Public Relations ;
Bureau of Information of the South-eastern Railways ;
South-Eastern Committee for the National Adjustment Board ;
Railroad Perishable Inspection Agency ;
Bureau of Public Relations, Western Railways ;
South-Eastern Passenger Association ;
Western Trunk Line Committee ;
South-Western Freight Bureau ;
Western Weighing and Inspection Bureau ;
Transcontinental Freight Bureau ;
Transcontinental Passenger Association ;
Western Passenger Association ;
New England Freight and Passenger Association ;
Official Classification Committee.

(d) Motor-carrier organisations supported through the payment of dues or assessments :

National Association of Motor-bus Operators ;
American Trucking Associations, Inc. ;
National Local Trucking Associations, Inc.

(d) Water lines organisations supported through the payment of dues or assessments :

American Steamship Association ;
Pacific American Steamship Association.

In thirty-seven States out of a total of forty-eight, the cost of regulation of public utilities is imposed in whole or in part upon the utilities regulated.

(e) No information.

(e) For the relative distribution of expenditures on public highways, see (c). Relative

(e) No information.

United States of America (continued)	Railway	Road	Inland navigation
		to the total budget in 1932, the amounts spent for operation and maintenance of highways by the States and counties were 12.05% of their total governmental cost payments and 13.40% of their total revenue receipts. The State taxes on motor vehicles other than private passenger cars were 27.49% of the total motor-vehicle taxes, contract and common carriers accounting for but 2.76% of the total. The total motor-vehicle taxes were approximately 38% of all State revenue receipts, or 10.45% if private passenger cars are excluded.	
Finland	(a) Railways are, in general, exempt from taxation. But on any supplementary income — for example, from the letting of premises — they have to pay a tax to the commune. (b) No special taxes. (c) No special taxes. (d) No special dues. (e) Does not apply to railways.	(a) There is a direct tax on motor vehicles, and as indirect taxes there are import duties on motor-cars and chassis, duties on tyres and duties on petrol. (b) There are no special taxes. (c) There are no special taxes. (d) There are no special dues. (e) Taxes in accordance with general fiscal regulations and paid to the State, the commune and the parish.	(a) Every shipowner and every shipping company is taxed like other citizens and companies. They have to pay an income-tax and a property tax to the State, an income-tax to the commune and an income-tax to the Church. (b) and (c) There are no special taxes on navigation, but there are certain fiscal dues levied on vessels. These are lighthouse dues (Law of August 19th, 1921, and Ordinance of September 2nd, 1921); the ice dues (Law of September 23rd, 1920, and Ordinance of October 31st, 1930) and "last" (tonnage) dues (Law of May 8th, 1936, and Ordinance of May 8th, 1936). The object of the lighthouse dues is to supply the State with revenue to cover the cost of upkeep of lighthouses and other installations for ensuring the safety of communications. Ice and "last" dues are levied only on vessels voyaging to or from foreign countries. (d) There are no special dues. (e) It is not possible to separate Government expenditure on the construction and upkeep of lake shipping routes used only for inland navigation from the total Government expenditure for the provision and development of maritime

navigation. The only expenditure which primarily concerns inland navigation is that on canals.

The remaining State expenditure is listed in the budget under the headings "Navigation service" and "Institutions for nautical instruction".

The work of the navigation authorities also includes the management of the pilotage and lighthouse services, the inspection of the seaworthiness of vessels, the safety of navigation and the measurement of vessels, the care and use of State ice-breakers, the care of State ports and the administration and the care of institutions for nautical instruction, assistance to seaman, maritime measurement, the compiling of marine charts and other publications necessary for navigation, navigation statistics, etc. Only a part of the credits allotted to navigation is used for the construction and upkeep of lake shipping routes. It is not possible to say what part is used to assist inland navigation, since all the waterways of the coast are also of use, indirectly at least, for foreign communications.

France

(a) Railway undertakings are governed by the ordinary law as regards registration fees and stamp-duty on contracts concluded by them, and stamp-duty on shares and bonds. In addition, they are liable to a variety of taxes: the land tax on railway property, the tax on buildings in the case of part of their premises, and the local licence fees. They are subject to ordinary law in the matter of Customs, and are also liable for municipal Customs fees on goods intended for local consumption. Finally, as regards goods traffic, they are liable to the 2% turnover tax introduced by the Fiscal Reform Law of December 31st, 1936. The railway systems are also liable to the State for the taxes enumerated under (b) below.

(b) The Fiscal Reform Law of December 31st, 1936, abolished the tax on the transport

(a) Carriers by road fall under the ordinary law applicable to all undertakings in matters of taxation. They are liable, with respect to all motor vehicles used by them, to the taxes on weight and on bulk imposed by the Codification Decree of December 26th, 1934, and they are also answerable to the Treasury for the collection of the taxes enumerated under (b).

(b) The Fiscal Reform Law of December 31st, 1936, abolished the tax on the transport of

(a) and (b) The Fiscal Reform Law of December 31st, 1936, abolished the tax on the transport of goods and substituted for it the 2% turnover tax. Transport of passengers, luggage, money (coin or notes) and dogs remains subject, in accordance with the Codification Decree of December 26th, 1934, to a tax levied by the carriers on behalf of the Government, amounting to 8%. In addition to the above taxes, transport undertakings collect on behalf of the Treasury the following charges: stamp-duty on receipts, luggage checks, certificates of despatch of parcels and forms of discharge, and the transfer tax and income-tax relating to their shares or stock.

	Railway	Road	Inland navigation
France (continued)	<p>of goods and made undertakings liable to the 2% turnover tax. Transport of passengers, luggage, money (coin or notes) and dogs remains subject, in accordance with the Codification Decree of December 26th, 1934, to a tax levied by the carriers, on behalf of the Government, amounting to 12% on the main systems and 8% on other railways. That tax is reduced to 3% in the case of the Paris electric railways, whether overhead or underground, and of services where no charge for passenger transport exceeds 4 francs. In addition, all railway undertakings have to pay a tax of 15% of the amount of any reduction in transport charges which they may grant. Apart from these taxes, undertakings must levy the following dues on behalf of the Treasury : stamp-duty on receipts, luggage checks, certificates of despatch of parcels and forms of discharge and the transfer tax and income-tax relating to their shares or stock.</p> <p>(c) In certain stations, charges are made which have the character not of a tax but of a tariff, levied under the name of surtax or local tax of a temporary character to cover the service of loans contracted for specified public works by local authorities or public establishments.</p> <p>(d) There are no special charges of this type.</p> <p>(e) As regards the main systems, the State assumes the major part of the cost of building</p>	<p>goods and made undertakings liable to the 2% turnover tax. Transport of passengers, luggage, money (coin or notes) and dogs remains subject, in accordance with the decree mentioned above, to a tax levied by the carriers on behalf of the Government amounting to 8% for means of transport other than animal-drawn vehicles and vehicles falling under the motor-traffic regulations. In addition to the above taxes, transport undertakings collect on behalf of the Treasury the following charges : stamp-duty on receipts, luggage checks, certificates of despatch of parcels and forms of discharge, and the transfer tax and income-tax relating to their shares or stock.</p> <p>(c) Tax on liquid fuel used for road transport (this is an indirect tax which replaces the former direct tax on motor vehicles), tax on weight and on bulk, and dues on documents relating to the public transport of goods (Decree of July 13th, 1935). There are no taxes specially earmarked for the maintenance of specific works, but on certain roads charges are made which have the character not of a tax but of a tariff, applied under the name of toll charges and levied on road users to cover the service of loans contracted for specific public works by local authorities or public establishments.</p> <p>(d) There are no special dues of this type.</p> <p>(e) As regards the road network, the Ministry of Public Works is only responsible for the</p>	<p>which have the character not of a tax but of a tariff, levied under the name of surtax or local tax of a temporary character to cover the service of loans contracted for specified public works by local authorities or public establishments.</p> <p>(c) In certain river ports, charges are made which have the character not of a tax but of a tariff, levied under the name of surtax or local tax of a temporary character to cover the service of loans contracted for specified public works by local authorities or public establishments.</p> <p>(d) There are no special dues of this type.</p> <p>(e) In 1936, the Government made itself liable in the budget for an amount of 126 million</p>

new lines, the undertakings themselves accepting responsibility for a specified share. As regards railway lines covered by the 1921 Convention, the undertakings assume one-fifth of the building costs, the balance being met by the Government.

The Government's share is generally advanced by the undertakings, in the form either of cash or of works, and is reimbursed by annual instalments.

Expenditure on additional work — *i.e.*, work made necessary by the growth of traffic after a new line has been opened — is met by the undertakings themselves, by means of loans the service of which is debited to running expenses. As the latter, which are continuously swollen by charges of this character, generally exceed income, the Government steps in to make good the deficit and to assure a minimum return on the capital.

The 1921 Convention, under which a pooled fund for the main railway systems was created, stipulates that, when a deficit arises in this fund, the Treasury shall advance the amount necessary to restore equilibrium by way of a refundable loan. For this purpose, the Treasury may request the undertakings to borrow the amount in question on its behalf, in which case it meets the service of such loans. As the economic situation in recent years has prevented the maintenance of equilibrium through the adjustment of tariffs, there has been a rapid increase in the deficit: interest and sinking-fund charges met by the Treasury under this head in 1936 amounted to approximately 1,800 million francs.

As regards secondary railways of general interest, concessions for a few isolated and unimportant railway lines are granted to the private companies which built them, which manage them at their own risk. The three most important secondary systems, however, are in the hands of three companies bound to the State by Conventions under which they built their lines at the cost of the State, up to a specified maximum.

upkeep of the national roads (80,000 kilometres), and not for other means of road communication, which are under the control of the Ministry of the Interior.

francs for the improvement and upkeep of navigable waterways.

1. The credits allotted to the national roads in the ordinary budget for 1936 represent approximately 1.8% of the total estimated expenditure of some 40,000 million francs.

2. In addition to budget funds, the following credits have been granted to meet expenditure appertaining to the Armament, Equipment and Public Works Loan Fund: national roads (construction, demolition of buildings, and improvements, 7 million francs) and bridges (construction and large-scale repairs, 16 million francs approximately).

3. In addition to the two classes of resources indicated above, credits amounting, under the head of work relating to national roads, to a total of approximately 497 million francs were allotted in 1936 in application of the plan for large-scale public works to alleviate unemployment.

The credits mentioned under 1 above correspond to recurring expenditure for which provision is made each year in the budget.

The credits enumerated under 2 and 3 above apply to work of a non-recurring character, and the charges on the capital sunk in such works are met in part by annual payments debited to the ordinary budget, and in part by the Treasury, which is authorised to issue Treasury bonds or annuities for the purpose. The annual liability arising out of expenditure incurred as above, on the one hand by the Armament, Equipment and Public Works Loan Fund, and on the other hand in pursuance of the plan for large-scale public works to alleviate unemployment, may be estimated, on a 5½% basis, at approximately 28 million francs. As regards the second part of question (e) (amount of revenue accruing to the State and other administrative

	Railway	Road	Inland navigation
France (continued)	<p>In the case of those systems, therefore, the Government has to meet the cost of guaranteeing interest and to refund any working deficit up to certain specified limits.</p> <p>As regards railway lines of purely local interest, the authority granting the concession (department, commune, etc.) meets the cost of building up to a maximum laid down in the concession contract; the Government, for its part, generally grants a subsidy to the authority concerned, which in most cases takes the form of annual payments up to a maximum laid down each year in the Finance Law. That subsidy, calculated according to a scale which takes account of the resources of the Department concerned and of the amount of subsidies previously granted, varies between 10% and 75% of the total liability of the authority granting the concession.</p> <p>In addition to the various charges enumerated above, the national budget includes certain further debit items relating to railways: research and railway works carried out by the State, annual payments to repay the deficit of the Nord and P.L.M. systems between 1914 and 1920, etc.</p> <p>To counterbalance the budget charges respecting the railways, the State enjoys considerable advantages in cash and kind: the various taxes enumerated under (a) and (b), the transport of soldiers and sailors at reduced rates, the free transport of officials of the Indirect Taxes and Customs Departments, the facilities granted by the undertakings to the Post Office, etc. Taken altogether for all the railway undertakings, these various advantages are, according to estimates drawn up by the main railway systems, equivalent to approximately 2,500 million francs per year.</p>	<p>organs from transport undertakings using various means of road communication), the Finance Department is alone in a position to reply.</p>	
Greece	<p>(a), (b) and (c) The railway undertakings pay a sum proportionate to that paid by their staffs to the Mutual Benefit, Assistance and Welfare Fund; this payment is made out of the proceeds</p>	<p>(a), (b) and (c) A petrol tax of approximately 7,650 drachmæ per ton and of 10% of the price of petrol is used to supply income to the Pensions Fund for motor-car employees. As regards</p>	<p>There is no inland navigation.</p>

of a surcharge of 3.4% on transport of every type. The two railway companies alone are liable for payment of direct taxes.

As regards indirect taxes, railway undertakings have to pay the following to the Government: 14.2% on their takings from passenger transport; 12% of their takings from luggage and goods transport.

(d) There are no special dues for the benefit of given means of transport.

(e) In view of the special structure of the C.E.H. (see A.1 (a), page 25), budgetary charges are governed by a special scheme. The Government pays the cost of the repurchase of railway lines, refunds deficits, etc. In the case of the other railway systems, there are no budgetary charges. The State has the benefit of various credits and reductions allowed in regard to transport for its own account.

Diesel motor vehicles, there is a tax on fuel of 1.70 drachmæ per kilometre for auto-cars and 1.40 drachmæ for lorries, based on a minimum mileage of 25,000 kilometres for the first and 15,000 kilometres for the second.

A small fluctuating tax is levied by way of toll charge on various classes of roads. A number of municipalities also impose a small varying tax. The motor-car licence tax amounts to 320 drachmæ.

(d) There are no special dues.

(e) Allowance is made in the annual budget for the construction and maintenance of the national network of roads.

Hungary

(a) and (b) Railway undertakings must pay, in addition to direct taxes (land tax, tax on buildings), communal taxes levied on the basis of the former, transport dues, and also the turnover tax on their extra revenue not obtained from transport.

Private railways, motor transport and inland navigation undertakings are required to pay, in addition to the taxes enumerated above, the general taxes on profits and the taxes on income and property.

The undertakings are also partly liable for sickness insurance charges and the invalidity tax payable in respect of employees.

(c) Special taxes levied on one means of transport exist also, as, for instance, the tax on motor vehicles.

(d) There are no special dues for the benefit of a given means of transport.

(e) The capital needed for the establishment and upkeep of means of communication is provided for in the State budget.

(a) and (b) Inland navigation undertakings must pay, in addition to direct taxes (land tax, tax on buildings), communal taxes levied on the basis of the former, transport dues, and also the turnover tax on their extra revenue not obtained from transport.

(e) The capital needed for the establishment and upkeep of roads is provided for in the State budget.

The cost of the establishment and upkeep of municipal roads is charged to the road funds of the municipalities. These funds are obtained partly from the road taxes (taxes varying from 10% to 17% added to the land tax, the taxes on buildings, profits, income, total wealth, companies and direct national taxes), and partly

Hungary (continued)	Railway	Road	Inland navigation
		from the grant for municipal public works and road tolls.	
		The communal roads are kept up by the municipalities and the cost is met out of the public works grant assigned to the communes, covering from 10% to 25% of the cost of those works.	
		Public motor-transport undertakings pay the municipalities a lump sum for the upkeep of roads which is fixed each year and is known as the road tax.	
India	(a) An import duty on parts, fittings, stores, etc., at different rates; also local taxes, both direct or specific, such as water, lighting, scavenging and the like; and indirect or general, such as house, general water rate, general conservancy, cess, etc., subject to the issue by the Governor-General in Council of a notification under section 135 of the Indian Railways Act, 1890, declaring the railway administrations liable to pay these taxes. No special charges are paid by railways.	(a) An import duty on vehicle parts and accessories (25% <i>ad valorem</i>); an excise, or Customs, duty on motor-spirit (10 annas per imperial gallon); an import duty on tyres, parts and accessories; a provincial tax on the vehicle and sometimes, in addition, a fee amounting to a substantial tax for the permit to ply for hire.	(a) An import duty on vessels (15 ⁵ / ₈ % <i>ad valorem</i>) and on furniture tackle and apparel for vessels (25% <i>ad valorem</i>). No other taxes are generally levied, but the right to ply ferries is leased by public auction.
	(b) and (c) Railways generally pay such taxes as are payable by an ordinary holder of property within the jurisdiction of a municipality or other local authority legally entitled to levy tax.	(b) and (c) The provincial tax and the fee for permit to ply for hire already referred to. Certain of these are, but rarely, hypothecated to road development and maintenance. One-fourth of the Customs, or excise, duty on motor-spirit of 10 annas — <i>i.e.</i> , 2½ annas — is taken to a Road Development Fund.	(b) and (c) Generally no. Tolls on inland vessels for wharves and for river conservancy are, however, levied.
	(d) There are no special dues.	(d) There are no special dues.	(d) There are no special dues.
	(e) Although Railways are a State monopoly in India and there is a Department of the Central Government of India administering Railways, the finances of the Department are separated from the general finances of the Central Government, and Railways are required, if there is a surplus after paying interest on capital, to make a contribution of 1% on the capital to the general revenues.	(e) Establishment and upkeep of roads, excluding traffic police: about 7% of general revenues of local governments and local bodies. Revenue from motor transport: about 2% of general revenues of local governments and local bodies.	(e) Establishment and upkeep: about 1% of general revenues.

Ireland

(a), (b) and (c) Transport undertakings, as such, are not subjected to any special taxes, but the rateable property of such undertakings, in common with all rateable property, is assessed for rates by the local authorities towards the cost of maintaining local services, although the basis of assessment is somewhat different in the case of railway property from that applicable to other classes of property.

Motor-licence duty is levied in respect of all mechanically propelled road vehicles and is variously assessed according as the vehicles are used for private purposes or for hire. In the former case, the duty is based on the horsepower of the vehicle; and in the latter, it is generally charged on the seating capacity of passenger-carrying vehicles. Goods-carrying vehicles are always taxed on their unladen weight, irrespective of whether they are used for private purposes or for hire. The proceeds of the motor-licence duty, the driver's licence duty (which is payable by all persons conducting motor vehicles) and the petrol-pump duty are paid into a central fund, known as the "Road Fund", which is devoted entirely to the upkeep and maintenance of roads.

(d) There are no special dues.

(d) There are no special dues.

(d) There are no special dues.

(e) No information.

(e) No information.

(e) No information.

Iceland

(a) Taxes to the Exchequer and the municipalities are according to ordinary law.

(b) The holder of a special licence has to pay to the State Tourist Bureau 5% of the total income of his licensed cars.

(c) Petrol tax, 8 aurar per litre.
Tyres tax, 50 aurar per kg.
Motor-car tax on private motor-cars only:

1. Cars for hire, 6 kr. per 100 kg.;
2. Private cars, 12 kr. per 100 kg.;
3. Motor-cycles, 20 kr. on each.

	Railway	Road	Inland navigation
Iceland (continued)		<p>This tax is used for repairs and improvement of the roads.</p> <p>(d) None.</p> <p>(e) The budgetary charges of (b) and (c) amount to about 5% of the general budget. The Exchequer's real expenses on roads amount to about 15% of the total expenditure.</p> <p>The proportional expenses of the municipalities are not known.</p>	
Japan	<p>(a) Income-tax, special profit tax, business tax, capital interest tax, house tax, wheel tax, electric tax, money-safe tax, town-planning tax, registration tax, stamp-duty, real property tax, dues of the Chamber of Commerce and Industry, etc.</p> <p>(b) There are no special dues.</p> <p>(c) <i>Railways.</i> — No special dues.</p> <p><i>Tramways.</i> — Tramway tax, charge for exclusive use of a road.</p> <p>(d) There are no special fees.</p> <p>(e) The budget allows a certain sum for the establishment and upkeep of the national Railways (roughly 141 million yen), which corresponds to 10.68% of the total working budget.</p>	<p>(a) Income-tax, business profit tax, special profit tax, capital interest tax, registration tax, stamp-duty, business tax, house tax, real property tax, town-planning tax, wheel tax, electric poles tax, etc.</p> <p>(b) There are no special dues.</p> <p>(c) Motor-bus : road maintenance charge.</p> <p>(d) There are no special fees.</p> <p>(e) No information available.</p>	<p>(a) Income-tax, business profit tax, capital interest tax, ship registration tax. Additional taxes to the above-mentioned taxes. Ship tax, house tax, etc.</p> <p>(b) There are no special dues.</p> <p>(c) There are no special dues.</p> <p>(d) There are no special fees.</p> <p>(e) No information available.</p>
Latvia	<p>(a) The State Railways, being a public institution, do not pay direct taxes. Private railways are required to pay direct taxes, like any other private undertaking. The Railways pay indirect taxes in the form of import duties, excise duties on the material utilised, etc.; the same applies to social charges, the railway being required to contribute to the sickness insurance and pension funds in proportion to the wages of the staff, and to grant artisans and workers compensation for accidents.</p>	<p>(a) Motor-transport undertakings pay ordinary direct taxes. The following may be regarded as indirect taxes : excise duties on fuel, import duties on motor vehicles, chassis, fuel, pneumatic tyres and spare parts. The social charges to which such undertakings are liable consist of contributions paid on behalf of their employees to sickness insurance funds and also for accident insurance.</p>	<p>(a) Transport undertakings operating on navigable waterways pay ordinary direct taxes, like any other private undertaking. The same applies to social charges, so far as sickness and accident insurance for employees is concerned. A tax is paid for the inspection of the boat's engines, and another tax, assessed on the horsepower of the engine.</p>

(b) A special tax is levied on the income of the Railways, for the benefit of the Latvian Red Cross Society, in the form of a surcharge on railway tickets.

(c) Another special tax is levied, on behalf of the Road Building Fund, in the form of a surcharge on goods traffic. Goods consigned to the towns also pay a tax which accrues to the municipalities.

- (d) No special fees.
- (e) No information.

(b) and (c) Regular motor-transport undertakings pay a special tax for the use of the roads to a Road Building Fund. This tax is calculated at rates fixed by the Minister for Communications per motor-kilometre. If the concession is granted as the result of public tender, as is the case on very busy lines, the sum paid for the concession takes the place of the road tax.

- (d) No special fees.
- (e) No information.

(b) In the case of non-motorised means of transport, the annual tax is calculated on a tonnage basis. There is a special tax, fixed by law, on timber floating, 30% being payable to the municipality to which the timber is consigned, while 70% accrues to the State. The tax is calculated according to the number of pieces of timber or according to the number of steres in the case of a composite timber consignment, and also according to the distance.

- (c) No special taxes.
- (d) No special fees.
- (e) No information.

Liechtenstein

The undertakings concerned pay the tax on trade profits laid down in the Liechtenstein Fiscal Laws of January 11th, 1923 (at the present time 1% of the profits).

Lithuania

(a) The Railways are owned by the State, and therefore are not subject to taxation.

- (b) There are no special dues.
- (c) There are no special dues.
- (d) There are no special taxes.
- (e) The Railways are not subject to any budgetary charges.

(a) Motor-transport undertakings are subject annually to :

1. An operating tax of :
For *motor-coaches* : from 20 to 200 litas per seat, according to the length of the route served and the number of passengers ;
For *motor-lorries* : from 400 to 3,000 litas per lorry, according to the length of the route ;
For *motor-cars*, for individual hire : 200 litas ;
 2. Registration tax : 2 litas per annum.
 3. Turnover tax : this is graded according to receipts.
 4. Social charges in respect of employees.
- (b) There are no special taxes.
- (c) Motor-transport undertakings are required to pay a special tax for the upkeep of stations.
- (d) There are no special dues.
- (e) (1) Main roads are built and kept up by the State, 3.3% of the budget being allocated to this purpose.
(2) Local roads and streets are built and kept up by the various urban and rural authorities.

(a) Inland water transport undertakings are subject annually to :

1. An operating tax of :
Boats : 10 litas per unit of power ;
Barges : 1.20 lita per 10 tons of goods carried ;
Tugs : 2 litas per unit of power.
 2. Registration tax : 2 litas per annum.
 3. Turnover tax : this is graded according to receipts.
 4. Social charges in respect of employees.
- (b) There are no special taxes.
- (c) There are no special taxes.
- (d) There are no special dues.
- (e) 0.7% of the budget is allocated to the upkeep of waterways.

	Railway	Road	Inland navigation
Luxemburg	<p>(a) On this point, it should be noted that the terms and conditions exempt from all land or other taxes all lands occupied by railways and their ancillary works during the whole period covered by the concession. Buildings and warehouses appertaining to the working of the railway are placed on the same taxation basis as other buildings in the same locality. During the period covered by the concession, no tolls or dues may be levied on the railway, whether the proceeds are intended for the Government or for one or more communes.</p> <p>Railway undertakings in the Grand-Duchy are subject to the general (personal estate) tax on income. In addition, they pay the following indirect taxes : stamp-duty, registration duty, turnover tax. The last-named tax corresponds, in the case of transport undertakings, to 1 % of the total transport charges finally retained by the undertaking.</p> <p>Social charges arise, in particular, from the liability of railway undertakings to compulsory social insurance against accident and sickness. The staff of normal-gauge railways has been exempted from the compulsory invalidity and old-age insurance schemes.</p> <p>(b) The Law of August 15th, 1922, instituted a stamp-duty applicable to all documents or papers recording, even incompletely, contracts for the transport of goods by rail. A similar duty is levied on the international waybills instituted by the Berne Convention of October 14th, 1890, and on documents, papers, or receipts recording the transport of parcels or luggage by rail.</p> <p>(c) There are no special taxes.</p>	<p>(a) In the Grand-Duchy, road transport undertakings are liable to the general (personal estate) tax on income.</p> <p>They are also liable for indirect taxes — <i>i.e.</i>, the turnover tax.</p> <p>The turnover consists of the amount of transport charges actually received.</p> <p>The rate of the tax is fixed at 1 % of the turnover.</p> <p>Social charges are those resulting from the participation of the transport undertakings in compulsory social insurance — old-age and invalidity insurance, sickness insurance.</p> <p>(b) There are no special dues.</p> <p>(c) There are no special dues.</p>	<p>Inland navigation of no importance.</p>

(d) Special surcharges endorsed by the Government, intended to meet the additional expenditure resulting from the application of the railway staff statute, are at present in force.

(e) In principle, and apart from the narrow-gauge railway system operated under State control, the Government does not participate in the working expenses of the railways. This general principle is, however, qualified in two ways :

1. The Luxemburg Government has retained the right to reduce certain rates on the Guillaume-Luxemburg system, operated by the board of directors of the Alsace-Lorraine Railways, on condition that it compensates the operators for the consequent loss in takings; the resulting item in the budget amounted, in 1935, to 521,627.25 francs, or about 0.13 % of the general budget.

2. The Luxemburg Government has placed at the disposal of the board of directors of the Alsace-Lorraine Railways, by way of advance, funds sufficient for the carrying-out of additional constructional works on the Guillaume-Luxemburg system. The annuities for refunding this advance are a charge upon the operating undertaking. In 1935, the advances granted to the board of directors of the Alsace-Lorraine Railways represented approximately 1.8 % of the general budget.

The deficit on the narrow-gauge railway system, which is made good by the Treasury, and which includes constructional expenditure, amounted in 1935 to 5,111,653.95 francs, or approximately 1.4 % of the budget.

(d) There are no special fees.

(e) The State is responsible for all charges in respect of the making and upkeep of roads. In 1936, it spent 56,000,000 francs for this purpose, representing one-sixth of the expenditure budget.

Monaco

See A.1 (a) and (b), page 27.

Norway

(a) The Railways are exempt from taxation, but are subject to a number of obligations in social matters. These obligations take the form

(a) See under (c).

Inland navigation of no importance.

	Railway	Road	Inland navigation
Norway (continued)	<p>partly of general tariff reductions for a number of goods, and partly of special tariff reductions to ensure the maintenance of traffic. These burdens represent in the aggregate a very large sum.</p> <p>(b) There are no special dues.</p> <p>(c) There are no special dues.</p> <p>(d) See reply to question (a) above.</p> <p>(e) During the financial period 1935/36, the expenditure on the establishment and upkeep of the Norwegian State Railways was refunded by the State to the extent of 32 % of the general budget of the Norwegian State Railways, and by the communes to the extent of 1 % of the same budget. The revenue accruing entirely to the State amounted, during the same period, to 97 % of the general budget.</p> <p>During the period July 1st, 1931, to June 30th, 1936, the corresponding percentages were 23, 1 and 93 respectively, yearly average.</p>	<p>(b) There are no special dues.</p> <p>(c) In accordance with a decision taken by the Storting on March 23rd, 1936, applying to the budgetary period July 1st, 1936, to June 30th, 1937, motor traffic is liable to a tax on petrol of 10 öre per litre and to a tax on tyres of 3 kroner per kilogramme. Trolley-buses, petrol-driven motor vehicles and steam-driven vehicles pay an annual tax by weight at the rate of 6 kroner per 100 kilogrammes for vehicles with pneumatic tyres and 8 kroner per 100 kilogrammes for other vehicles. Motor vehicles utilising fuel exempt from taxes, other than those mentioned above, pay a tax of 9 kroner per annum per 100 kilogrammes for vehicles with tyres and 15 kroner per 100 kilogrammes for other vehicles.</p> <p>(d) There are no special dues.</p> <p>(e) Government expenditure on roads (including the subsidies paid for the establishment of motor services and motor inspection costs) amounted to 45,418,000 kroner in the budget for the period July 1st, 1936, to June 30th, 1937. District expenditure on roads during the same financial period was fixed at 12,010,000 kroner. Government revenue in respect of road traffic (taxes mentioned above under (c), motor-</p>	

vehicle inspection fees, etc.) was estimated during the same period at 20,545,000 kroner (exclusive of Customs duties and luxury tax on motor vehicles). The districts obtain no revenue worth mentioning from road traffic.

New Zealand

(a) There are no special dues.

(a) Motor-spirits tax of 10½*d.* per gallon, of which 6*d.* is earmarked for roading purposes and 4½*d.* is credited to the Consolidated Fund.

Of no importance.

Tyre tax is an import duty credited to the Main Highways Fund for roading purposes.

Customs duties on motor vehicles, parts and accessories :

From United Kingdom :	%
For complete vehicles	15
For completely knocked-down vehicles	5
From other countries (with certain qualifications applying to Canada) :	
For complete vehicles	60
For completely knocked-down vehicles	50

Heavy motor vehicles licence fees. These are levied by local authorities (county and borough councils, etc.) on all vehicles with a gross laden weight in excess of 2 tons on a scale relating to gross laden weight of vehicle, type of tyres, number of axles, etc. For 2-axled pneumatic-tyred vehicles, the fees range from £5 2*s.* for a vehicle between 2 and 2½ tons gross laden weight to £63 15*s.* for 10-15-ton vehicles. The proceeds are used for roading purposes.

Motor vehicle registration fee : Motor-cycles 10*s.* and other vehicles £1.

New Zealand
(continued)

Railway

Road

Inland navigation

Annual licence fees : £2 for most vehicles, increasing to £5 for certain types.

Transfer fees : 5s. for the registration of each change of ownership.

Drivers' licences : 5s. per annum.

Vehicle number-plates : 2s. per annum.

Mileage tax : This is a tax imposed on vehicles propelled by means other than petrol (*e.g.*, trolley-buses and compression ignition engines). The tax ranges from 4s. 9d. per 100 miles to 13s. 6d., according to the type of vehicle.

Special taxation on vehicles licensed to ply for hire or licensed under the Transport Licensing Act. These taxes are designed to cover administration costs only.

Certificate of fitness fees :

1. For passenger-service vehicles : £3 per vehicle per annum.
2. For goods-service vehicles : 10s. per vehicle per half-year.

Licence fees :

1. For passenger services : £4 per annum for each service.
2. For goods service licensed under the Transport Licensing Act : £3 for each vehicle authorised per annum.
3. For taxis, the fees vary from 5s. to £3 per annum, according to the charges made by each local authority.
4. For town-carriers : as with taxis — no set charge.

For transfer of licences :

1. Licensed passenger services : £3 for each transfer.

2. Licensed goods services : £2 for each vehicle authority transferred.

Amendment to the terms of a licence granted under the terms of the Transport Licensing Act : 10s.

Compulsory charges on vehicle owners which are not taxes :

Compulsory third-party risk insurance, the charges for which vary from 17s. for a private car to £9 7s. 6d. for a large service coach.

All motor vehicles which are not licensed under the Transport Licensing Act must bear a garage certificate of road-worthiness.

Each certificate lapses after six months, and the charge for a certificate is 2s. 6d. These moneys go to the garage proprietors in payment for the testing work done.

(b) There are no special dues.

(b) No special taxes, but additional fees as set out in subsection (a) above to cover administrative charges.

(c) There are no special dues.

(c) None, apart from those listed in (a) above.

(d) There are no special fees.

(d) There are no special dues.

(e) Moneys for the construction of new lines is met out of loan moneys usually from loans specially raised for the purpose.

(e) The revenue from fees, taxes, etc., received from motor vehicles for the year ended March 31st, 1935, amounted to £3,902,552. As some of this total is local body revenue, it is not possible to give the percentage of this amount included in the budget. These figures take no account of sums received from local rates (levied by local bodies), of grants received from the Unemployment Taxation Fund or "of fees for licences granted to ply-for-hire vehicles by local bodies or public motor

For the ordinary working of the Railways, a separate account, the Working Railways Account, is used to which all railway revenue is credited and all railway expenditure is debited. The loss on this account is met each year from the Consolidated Fund. Provision in the budget is made each year for the loss,

	Railway	Road	Inland navigation
New Zealand <i>(continued)</i>	<p>which usually comprises approximately 50 %, or £1,250,000, of the interest charges on the capital invested in the Railways. The actual position for the year ending March 31st, 1936, was :</p> <p>Railway working revenue . . . 7,004,316 Railway working expenses . . . 5,952,839</p> <hr/> <p>Railway net working profit . . . 1,051,477 Railway interest charges . . . 2,300,050</p> <hr/> <p>Balance from Consolidated Fund 1,248,573</p> <p>The amount received from the Consolidated Fund comprises 4.9 % of the total revenue accruing to the Consolidated Fund.</p>	<p>vehicles licensed under the Transport Licensing Act. The expenditure on roads, maintenance and capital expenditure for the same period amounted to £7,271,722. These charges were allocated as follows : 32 % on construction ; 36 % on maintenance ; and 32 % on interest and sinking fund charges.</p>	

Netherlands:
Home
Territory

(a) The railway companies are subject to the same taxes as any other company. The social charges for the staff in case of sickness or accident, invalidity and old age, and allowances to dependants are governed by the conditions of service authorised by the Minister.

(b), (c) and (d) No special taxes or dues.

(a) Motor coach and lorry undertakings, as well as inland navigation, are subject to the taxes levied on all companies. The social charges for employees are the same as for all employees.

(b) There are no special dues.

(b) There are no special dues.

(c) Motor vehicles are subject to the tax on such vehicles. The tax on motor vehicles is levied on motor vehicles running on public highways and not on those running on rails. The proceeds of this tax are paid into the Communications Fund, formed to promote the construction, improvement and maintenance of public highways. This tax is based on the weight of the vehicle.

(c) There are navigation duties on waterways other than the State waterways.

For motor vehicles carrying more than six persons, excluding the driver, there is a surtax for each seat.

For motor-bicycles, there is a surtax if a second person can be carried or if the motor-cycle has a side-car.

Lastly, there is a surtax for all trailers or other vehicles which a motor-car can take in tow.

The amount of the tax by weight is increased by 30 % in the case of vehicles provided with cushion tyres, by 60 % in the case of vehicles supplied with hard rubber rims, and by 100 % in the case of vehicles provided with iron rims. In addition, motor-coach companies are subject to the personal tax. (Revenue from the personal tax in 1935 : 200,000 florins.)

(d) There are no special dues.

(e) In 1935, the State contributed 29,652,342.33 florins towards the deficit on the operation of Railways. On the other hand, 4,401,167.29 florins were paid to the State as rent for the use of the State Railways. A financial reform Bill has been submitted to the States-General.

A sum of 3,800,000 florins was voted in the 1935 budget for the improvement of traffic conditions.

(e) In 1935, the State received 20,737,000 florins from the tax on motor vehicles (*i.e.*, 1,400,000 florins from motor coaches and 9,300,000 florins from lorries, the remainder from other motor vehicles). The State received indirectly from road transport 4,478,000 florins from the ordinary tax on petrol and 29,368,000 florins from the special tax on petrol. Expenditure for traffic on the State roads amounted in 1935 to 13,400,000 florins for the construction of bridges and roads and 1,500,000 florins for their upkeep. No figures can be supplied as regards the expenditure of the provinces and communes on the construction and upkeep of bridges and roads.

(d) There are no special dues.

(e) The duties payable to the provinces, communes and organisations known as "waterschappen" averaged as follows : 1,950,000 florins passage duties (basis 1930-1933); 5,000,000 florins local duties (estimate). Expenditure on inland navigation only (excluding drainage) : The State spends an average of 6,800,000 florins (including capital charges) for the upkeep and operation of inland navigation works (basis 1930-1933).

The provinces spend an average (excluding capital charges) of about 2,670,000 florins (basis 1930-1933). The expenditure of the communes and of the "waterschappen" is unknown, but may be estimated at least at 5,000,000 florins.

* * *

**Netherlands
Indies**

(a) Railways and tramways belonging to private companies pay the same taxes as other private limited liability companies.

(a) Transport undertakings belonging to natural persons (including firms and partnership companies, etc.) residing in the Netherlands Indies are liable to income-tax on income from these undertakings, and to the capital tax on capital invested in these undertakings.

Natural persons having transport undertakings in the Netherlands Indies but residing elsewhere are liable to these taxes in so far as their income is derived from the Netherlands Indies or their capital is invested there.

If the transport undertaking belongs to a legal entity (or a form of association treated on the same footing from the fiscal point of view), it is liable to the company tax on the net income. Legal entities not having their seat in

Inland navigation of no importance.

Netherlands (continued) : Netherlands Indies (continued)	Railway	Road	Inland navigation
		<p>the Netherlands Indies are only liable to this tax in so far as their income is derived from the Netherlands Indies.</p>	
		<p>Legal entities are not liable to the tax on capital.</p>	
		<p>All transport undertakings must pay the land tax on the land and buildings registered in their names in virtue of a European title. There is no difference in this respect between natural and legal entities. The above refers to stations, offices, garages, sheds, etc., the railway lines themselves being for the most part situated on free domain lands for which a concession has been granted without the land being registered in the name of the undertakings. A general tax on motor vehicles was introduced on January 1st, 1935. It was replaced by the excise duty on petrol of 13 florins per hectolitre and the tax on motor vehicles. This tax is levied on the following basis :</p>	
		<p>For lorries with a motor driven by charcoal gas, petroleum or a mixture of petroleum and petrol : 12 florins per 100 kilogrammes of the total authorised weight.</p>	
		<p>For all other lorries not exclusively driven by petrol : 24 florins per 100 kilogrammes of the total authorised weight.</p>	
		<p>For trailers : 9 florins.</p>	
		<p>For passenger vehicles driven by motors described under (a) : 9 florins per 100 kilogrammes net weight.</p>	
		<p>For all other passenger vehicles : 18 florins per 100 kilogrammes net weight.</p>	
		<p>For motor vehicles driven exclusively by petrol and weighing 5,500 kilogrammes or</p>	

over : 30 florins, and 6 florins for every 100 kilogrammes in excess of 5,500 kilogrammes.

A tractor with trailer is regarded as a single lorry for the purposes of the tax.

The most important exemption from this tax is that granted to vehicles belonging to persons staying in the Netherlands Indies for a period not exceeding ninety days.

In addition, transport undertakings are liable to the following indirect taxes: Import duties; stamp-duty; statistical duty of 20 florins per 8,000 florins of import value; merchandise duty levied at various ports at a rate of between 0.25 florin to 1 florin per 1,000 kilogrammes; excise duty — *i.e.*, the above-mentioned excise duty on petrol (13 florins per hectolitre) and 3.50 florins per hectolitre on imported petroleum.

There are no social charges.

Lastly, a sum of not more than 10 florins is charged for the authorisation for public passenger vehicles.

(b), (c) and (d) There are no special dues.

(b) There are no special taxes.

(c) There are no special taxes.

(d) There are no special dues.

(e) The concessions of only two of the railways contain a clause stipulating that part of the income must be paid to the State.

(e) No information available.

Poland

(a), (b) and (c) The Polish State Railways pay: all direct taxes, only land and real estate taxes in the case of indirect taxation, local government taxes, stamp-duties, court and notarial fees.

The following are the social charges paid by the Polish State Railways: treatment of their sick employees and their families and pensioners, including treatment in hospitals and curative

(a), (b) and (c) Private concerns engaged in the commercial transport of passengers and goods by motor vehicles pay a special levy for the benefit of the "State Road Fund" created by a Law of 1931 for supplying funds for the building, maintenance and improvement of national roads and for subsidising the building, maintenance and improvement of roads belonging to local government authorities.

	Railway	Road	Inland navigation
Poland (continued)	<p>institutions, maintenance of a staff of special railway doctors, assistance to mothers in child-birth, allowances for the treatment of employees, their families and pensioners at health resorts, pensions and allowances for widows and orphans, lump-sum payments on discharge, allowances to pensioned employees and their families, contributions to pension and social insurance funds, compensation for accidents (pensions), burial expenses, cost of one removal in the case of pensioners and the families of deceased employees and pensioners.</p> <p>Private railways operated by the Polish State Railways pay : all direct taxes, the income, land and real estate taxes, local government taxes, stamp-duties, court and notarial fees, besides the social charges above-mentioned (like the Polish State Railways).</p> <p>Private railways managed and operated by their owners and private concerns for the commercial transport of passengers and goods by motor vehicles or river vessels pay all indirect and direct taxes, local government taxes, stamp-duties, court and notarial fees and all social charges on the same general lines as other private undertakings.</p> <p>(d) There are no special dues.</p> <p>(e) Neither the State Treasury nor local government bodies (provincial, district, communal) bear any budgetary charges for the building and upkeep of the State Railways, as the State Railways organisation is run on the principle of making income cover expenditure, which characterises the Polish State Railways as an independent legal entity. The only question, therefore, which may possibly arise is that the concern can, if necessary, contract domestic or foreign short- or long-term loans,</p>	<p>Outlays of this Fund are defrayed from the proceeds of taxes on mechanically propelled vehicles and certain horse vehicles ; taxes on motor-fuel ; taxes on advertisements placed on public highways outside town boundaries ; taxes levied for Treasury account under the laws on : (1) roads, (2) maintenance of order on public highways, (3) commercial transport of passengers and goods by mechanically propelled vehicles ; a Treasury grant as annually defined in the State budget ; fines for breaches of the provisions mentioned above in (2) and (3) and for breaches of the law on the "State Road Fund" ; Government works and road-making materials ; the sale of Government road-making materials not needed for road-making purposes.</p> <p>The "State Road Fund", being an autonomous legal entity, can contract loans, the terms of which are approved by the Minister of the Treasury, but the Fund is administered by the Minister of Communications.</p> <p>(d) There are no special dues.</p> <p>(e) The cost of the building and upkeep of national roads is defrayed by the "State Road Fund" referred to above, out of its own resources and from grants made annually by the State Treasury.</p> <p>Loans contracted by the "State Road Fund" are also earmarked for the cost of building the above roads. The cost of building and maintaining local roads is defrayed by local government bodies (provincial, district and com-</p>	<p>(d) There are no special dues.</p> <p>(e) The cost of upkeep of waterways administered by the State is defrayed by the Treasury, certain amounts being appropriated annually in the State budget for these purposes, and navigation fees being levied in addition.</p>

subject to their being repaid out of the operating revenue of the State Railways.

munal) ; the State Treasury makes corresponding grants for the same purpose.

The Railway Concession Acts of 1921 and 1932 allow the Minister of Communications — in cases where the revenue of private railways does not cover the cost of their upkeep — to agree to a corresponding rise in tariffs or to secure for the railway financial assistance — *e.g.*, by guaranteeing the net revenue.

Furthermore, for a period of ten years from the coming into force of the 1932 Concession Act, railway undertakings holding concessions under the said Act are exempted from State and local government dues on instruments relating to the alienation of real estate necessary for the building and operation of railways and also from income-tax, so long as the net profit does not exceed 5 % of the initial capital. Debentures and other bonds relating to credit facilities for private railways are exempt from stamp-duty for the period from the issue of the concession to the end of the first year of operation.

Roumania

(a) The railways are exempt from all taxes and dues to the State, departments, and communes.

(a), (b), (c), (d) and (e) No information available.

(a) Shipping undertakings belonging to the State are exempt from all direct taxes payable to the State.

Private undertakings are liable to such taxes under the law concerning direct taxation. Both State undertakings and private undertakings are liable to indirect taxation.

There are no special navigation taxes in Roumania outside the Iron Gates area, which is under the control of the International Commission of the Danube, and the mouths of the Danube area, which is under the control of the European Commission of the Danube.

	Railway	Road	Inland navigation
Roumania (continued)	<p>(b) No special taxes.</p> <p>(c) Special taxes are levied on transport undertakings by means of stamps affixed to transport documents, for the purposes of the National Aviation Fund; there is an additional tax of 50 lei per truck on the transport of goods, for the purposes of the Road Fund.</p> <p>(d) No special dues.</p> <p>(e) The total budget of the Roumanian railways has fluctuated between 12.9 milliard lei in 1930 and 10.5 milliard for the 1936/37 financial year.</p>		<p>Harbour, pilotage, salvage and similar dues are not included in the taxes mentioned above.</p> <p>(b) No special taxes.</p> <p>(c) No special taxes.</p> <p>(d) The yield from special dues is allocated to the National Aviation Fund (Law published in the <i>Official Gazette</i> No. 77, 1936) and to the building and modernising of national roads (Law published in the <i>Official Gazette</i> No. 73, 1936). These taxes are paid by all transport undertakings without exception.</p> <p>(e) All the State river navigation undertakings are grouped together in a commercial organisation of which the ordinary income and expenditure budget for harbours, navigable waterways, and vessels fluctuates around 800 million lei.</p>
Siam	<p>(a) Transport undertakings bear no direct taxation, but if carried on by a company, income-tax will be levied on payment of dividends in the same way as a company carrying on any other business, and if buildings or houses are owned by a company, a partnership or an individual running a transport undertaking, such buildings or houses are liable to house and land tax in the same way as other buildings or houses in general.</p> <p>The ordinary vehicle tax according to weight and class is imposed. For omnibuses, a route licence fee is required calculated by class of road and length of same.</p> <p>(b), (c) and (d) There are no special taxes or dues.</p> <p>(e) No budgetary provision.</p>	<p>(b), (c) and (d) There are no special taxes or dues.</p> <p>(e) No budgetary provision.</p>	<p>(b), (c) and (d) There are no special taxes or dues.</p> <p>(e) No budgetary provision.</p>

Sweden

(a) In the case of the State Railways, any traffic surplus, after making allowance for renewals, is remitted to the State office. Interest on invested capital is met directly by the Treasury.

(b) There are no special taxes or dues.

State interference in the business takes place in the following manner : The private railways are obliged, in accordance with a special accountancy law for private railways, to allocate each year a certain amount to a "Renewal Fund" — viz., 2 % to 5 % for rolling-stock (2 % to 5 % of the value), 5 % to 10 % for supplies, and 1 % for other purposes. In the State Railways also, certain amounts are allocated to the Renewal Fund.

(c) There are no special taxes.

(d) There are no special dues.

(e) The following table shows the total receipts, total expenditure, and working surplus from railway traffic, together with taxes, during the period 1934/35, in respect both of the State Railways (which do not pay taxes) and of the private railways :

State Railways.

	Total receipts from railway traffic Kronor	Total expenditure on the State Railways Kronor	Working surplus Kronor	Taxes Kronor
1935	197,403,525	142,777,136	54,626,389	—
1934	184,697,592	136,666,673	48,030,919	—

Private Railways.

1935	116,182,119	90,899,731	25,282,388	1,111,886
1934	111,963,487	85,916,858	26,046,629	624,325

(a) Direct State and communal taxes are paid by the undertakings. In addition, taxes are levied on motor vehicles, tyres, and certain fuel-oils and petrol used for driving the car — i.e., the "motor-car tax".

(b) See under (a).

(c) See under (a). Funds accruing from the motor-car tax are allocated for the upkeep and improvement of roads or similar purposes.

(d) No special taxes.

(e) As the regular traffic is divided up among very many different undertakings, the direct taxes (apart from the motor-car tax) accruing from the undertakings are no doubt comparatively insignificant, and probably do not form any considerable part of the public revenue. The motor-car tax, on the other hand, brings in large amounts — at the present time about 110 million kronor.

(a) Direct State and communal taxes are paid by the undertakings.

(b) There are no special taxes.

(c) There are no special taxes.

(d) There are no special dues.

(e) As shipping is divided up among a very large number of undertakings, the particulars are difficult to obtain. According to the Board of Trade report on "Swedish Shipping" (Official State Reports, 1936 : 22), the total receipts of the shipping companies included in the enquiry (about 97 % of the Swedish mercantile marine) amounted in 1933 to about 267 million kronor, including both foreign and inland traffic. The corresponding expenditure amounted to about 246 million kronor. Of the receipts, about 30 million kronor are obtained from inland navigation.

An enquiry into the distribution of the various items of cost shows that taxes amounted on an average to 0.1½ of the expenses for tramp steamers and 0.6½ of the expenses for regular lines. The taxation is thus relatively insignificant, especially in respect of tramp steamers, which the owners in many cases run at a loss.

	Railway	Road	Inland navigation
Czechoslovakia	<p>(a), (b), (c), (d) and (e) Railway transport is subject to the following transport taxes : 20 % tax on railway tickets ; 10 % due on the cost of transport (in the case of passenger transport) ; 20 % tax on cost of transport of luggage ; 15 % tax on the transport of goods.</p>	<p>(a), (b) and (c) The fiscal charges imposed by the Law of April 12th, 1935, are of two different kinds : on the one hand, there are the charges levied on motor vehicles and, on the other, the additional charges levied on transport effected by certain categories of those vehicles — <i>i.e.</i>, by vehicles used for public passenger transport, and, in certain cases, by lorries belonging to private persons.</p> <p>With regard to charges levied on vehicles, which bear the comprehensive designation "tax on motor vehicles", paragraphs 57 to 71 of the above law and 23 to 31 of the decree for its application, dated July 4th, 1935, deal with this matter. These provisions apply, for instance, to the special categories of motor vehicles which are not liable to the tax (paragraph 59 of the law), the temporary exemption from the tax of new motor vehicles with a view to encouraging the purchase of such vehicles (paragraphs 60 and 61 of the law and paragraph 25 of the decree for its application), the rates of taxation applicable to the different categories of vehicles (paragraph 63 of the law and paragraph 26 of the decree for its application), as well as the special system applicable to motor vehicles coming from abroad (paragraph 64 of the law).</p> <p>The provisions affecting vehicles used for public transport, including the special provision relating to private lorries belonging to undertakings using motor transport, are as follows :</p> <p>It should first of all be pointed out that vehicles used for public transport (with accommodation for not more than seven passengers) are, for purposes of the tax, considered as being similar to vehicles with the same capacity in private use. It should here be added that transport services by means of these vehicles, not being considered as public transport services, are not liable to any other taxes or dues.</p> <p>In the case of motor-buses and motor-coaches, the tax is fixed at 35 Czech. crowns per 100</p>	<p>(a), (b), (c), (d) and (e) No information available.</p>

kilogrammes and each additional fraction of 100 kilogrammes weight; if the vehicle is propelled by electricity or consumes a non-liquid fuel, the tax is increased by 15 Czech. crowns.

Motor-lorries with an engine run on liquid fuel are subject to a tax based partly on the weight of the vehicle and partly on its capacity. The rate is 32.50 Czech. crowns per 100 kilogrammes and each additional fraction of 100 kilogrammes weight, and, in addition, 32.50 Czech. crowns per 100 kilogrammes or additional fraction of 100 kilogrammes of the normal load.

Lorries propelled by electricity or consuming a non-liquid fuel pay a tax of 40 Czech. crowns per 100 kilogrammes of the vehicle's weight and of its normal load. For lorries with three axles, two of them being motor driven, the tax is reduced by 20 % in order to encourage the use of such vehicles, which are well suited to the country and are therefore important from the point of view of national defence.

Trailers pay a tax of 70 Czech. crowns per 100 kilogrammes and each additional fraction of 100 kilogrammes of normal load.

The above rates only apply to vehicles with pneumatic tyres. When they are fitted with semi-pneumatic or solid tyres, the rates are increased by 20 % and 50 % respectively.

The vehicles used by the Postal Department or by the State Railways for inter-urban postal transport get the benefit of a 50 % reduction on normal rates. Vehicles used exclusively for postal transport within an urban district are not liable to any taxation.

With regard to lorries belonging to undertakings which do not carry on motor transport as a trade (private lorries), paragraph 63 of the law contains an important provision, which has been much opposed by industrial corporations. The provision in question provides for an increase in the rate of taxation, to be applied from February 1st, 1937, to lorries belonging to such

Czechoslovakia
(continued)

Railway

Road

Inland navigation

undertakings, if the latter have not come to an agreement with the State Railway authorities with regard to the use of motor transport. This increase is from 60 % to 200 %, in direct proportion to the capacity of the vehicles.

With regard to the tax on the sale of tickets in connection with public passenger transport, or, rather, on the price charged to passengers by such transport services (whether regular or occasional), paragraphs 72 to 84 of the law and paragraphs 32 to 42 of the decree give full details.

This tax does not apply (paragraph 73 of the law) to transport in common effected within a town or in order to link that town with the station serving it, or to the transport of air travellers by the companies concerned, in their own vehicles, between the aerodrome and the town which it serves. Transport to or from foreign countries and transport in transit are liable to the above tax for the journey within the country, and the tax is at the fixed rate of 5 Czech. heller (centimes) per passenger-kilometre (paragraph 75/3 of the law).

The rate of taxation is fixed at 20 % of the transport price representing the net yield received by the carrier. It is therefore 20/120 of the price of the ticket paid by the passenger (paragraph 75/1 of the law).

The Ministry of Finance may grant a reduction of this rate in cases where such a reduction is proposed by the Ministry of Railways in agreement with the Ministry of Commerce and Industry (paragraph 75/2 of the law).

(d) No information available.

(e) The total yield of the tax on motor vehicles goes to the fund for repairing and improving national roads. (The yield of the

tax on the cost of public passenger transport goes to the Inland Revenue Department.) No additional urban or departmental tax must be added to the above taxes (paragraph 105 of the law).

Turkey

(a) Railway transport is subject to a kilo-metric tax and a stamp-duty.

(b), (c) and (d) No special taxes or dues.

(e) No information.

(a) Motor-transport undertakings pay a turn-over tax, a licence fee, and Customs duties on petrol, oil, and accessories, together with an import duty.

(b), (c) and (d) There are no special taxes or dues.

(e) No information.

No inland navigation.

**Union of Soviet
Socialist
Republics**

(a), (b), (c), (d) and (e) Railways and inland waterway undertakings pay 10 % of their net profits to the State. These sums may be increased when the profits realised exceed the outlay for capital construction and the additions to the working capital fund. Motor-transport undertakings are subject to a tax of 4% upon their revenue. Public transport enterprises are exempted from this tax. The managing bodies of railways and inland navigation lines and also the local road and highway administrations (which are responsible for the motor services) are required to make a contribution for social insurance.

Yugoslavia

(a), (b), (c), (d) and (e) No information.

(a) and (b) No information.

(a), (b), (c), (d) and (e) No information.

(c) In virtue of paragraph 22 of the Law of 1929 on State roads, persons making excessive use of these roads, thereby entailing considerable additional expenditure for their maintenance, are required to pay a special charge. The normal use of a road is that which does not exceed the gross weight of 52 tons of transport a year. If this figure is exceeded, the use of the road is regarded as excessive and the following charges are levied :

1. On motor vehicles : per kilometre-ton gross transported, according to the cost of metalling in the locality — *i.e.*, if the price of the road metal is 75 dinars per cubic metre, 0.20 dinar per kilometre-ton ; up to 100 dinars, 0.25 dinar per kilometre-ton ; up to 150 dinars, 0.30 dinar per kilometre-ton ; up to 200 dinars, 0.35 dinar per kilometre-ton.

Yugoslavia
(continued)

Railway

Road

Inland navigation

2. Animal-drawn vehicles pay 0.05 dinar less than motor vehicles.

3. In the case of motor-omnibuses, the annual charge is calculated by means of the following formula : $T \times D \times L \times P \times S \times N$ %, T representing the daily number of journeys ; D the number of days of effective transport during the year ; L the length of the route in kilometres ; S the fare per kilometre ; N % the percentage, which is fixed at 6 % in the case of services competing with railway lines, at 4 % in the case of services which are partly competitive and at 3 % in the case of non-competitive services.

The following means of transport are exempted from payment of the special tax for excessive use of the roads :

All means of transport belonging to private individuals driving their own vehicles, whose total earnings are derived therefrom.

All luxury motor-cars used for tourist traffic running at irregular intervals.

The special tax in question is earmarked exclusively for the upkeep of the portion of the road for which it is levied.

All owners of vehicles are liable for compulsory personal labour for the maintenance of roads or other public works of general interest. Personal labour may be replaced by a tax. The amount of this special tax is fixed each year in advance, according to requirements, and depends on the amount of the direct taxes. There is a legal maximum and minimum for the amount of this special tax.

(d) and (e) No information.

A.4. *Liability and insurance.*

A.4.

- (a) *How is the civil liability of the carrier in the event of an accident to passengers or damage to goods during transport fixed ?*
 (b) *Is the carrier required to take out an insurance policy and, if so, in what form ?*

	Railway	Road	Inland navigation
Union of South Africa	<p>(a) The administration of the Railways shall only be liable for loss of life and personal injury to any passenger when the loss of life or personal injury is caused by the want of ordinary care, diligence or skill on the part of the administration or its servants. It is exempt from liability in so far as passengers, travelling by train on which no coach is attached, are concerned.</p> <p><i>Goods.</i> — The administration accepts liability for loss of or injury to goods when such loss is not due to an inherent defect, vice or weakness, or some action of the property itself ; act of God ; inevitable accident ; <i>force majeure</i> or an act of law.</p> <p>Liability may be limited by contract — the consignment note. It is limited, too, in regard to certain articles defined as insurable, unless the conditions precedent to such consigning are complied with. Claims are prescribed unless submitted within four months from the date that the cause of claim arose. Legal action is prescribed after the lapse of twelve months from the date on which cause of action arose.</p> <p>(b) Railways are not required to take out insurance policies.</p>	<p>(a) The civil liability of a carrier is fixed under common law.</p> <p>(b) No Union legislation exists for the provision of security in respect of any damage sustained in connection with motor-carrier transport.</p>	<p>No inland navigation.</p>

In certain provinces of the Union, compulsory third-party security must be provided in respect of vehicles engaged in the transport of pas-

	Railway	Road	Inland navigation
<p>Union of South Africa (continued)</p>		<p>engers. Such security as approved by the Administrator may be in the form of either a :</p> <ul style="list-style-type: none"> First mortgage bond; Pledge of approval assets; Cash; or Insurance policy. <p>In the province of the Transvaal, the maximum liability is £10,000 for all claims in respect of passengers conveyed in the vehicle, and £5,000 for all claims in respect of persons not passengers.</p>	
<p>Argentine Republic</p>	<p>(a) <i>Railway Law No. 2873.</i> — The obligations or responsibilities of undertakings towards shippers for loss, damage or delay in the forwarding or delivery of goods shall be regulated according to the provisions of the Commercial Code (Article 50).</p> <p><i>Regulations of the law.</i> — Responsibility for loss or misdirection of luggage begins from the moment the undertaking delivers the counterfoil to the passenger (Article 179).</p> <p>During transport of goods, unless otherwise agreed upon, all damage incurred by goods arising from their nature, <i>force majeure</i>, or fortuitous cause shall be for account of the shipper (Article 262).</p> <p>Apart from the cases provided for in Article 262, the undertaking shall be obliged to deliver the goods in the same condition in which they were received, according to the waybill, it being presumed, in the absence of information to the contrary, that they were received in good condition with no apparent fault in packing (Article 270).</p> <p>(b) <i>Law No. 12346 on transport co-ordination.</i> — Transport undertakings which have been authorised by the National Commission on Transport Co-ordination will be obliged . . . to insure their risks and those of the persons and goods carried by them, including third-party risks.</p>	<p>(a) <i>General traffic regulations for national roads.</i> — The National Directorate of Roads will use its influence for the adoption by the provinces of compulsory insurance for damage to third parties for all vehicles in circulation, and it will persuade the executive power to impose this rule (Article 104).</p> <p><i>Province of Buenos Aires: Transit Law No. 4375.</i> — Undertakings must insure with a company of known responsibility its motor-cars and staff against all risk to themselves and to passengers and third parties (Article 24).</p>	

**Australia:
Commonwealth**

(a) A fund called the "Railway Accident and Insurance Fund" is provided for by the Commonwealth Railways Act, and is kept at the Treasury. It is financed by a contribution on the basis of 12s. 6d. for every £100 of the revenue of the Railways.

From the Railway Accident and Insurance Fund is paid :

The amount of damages recovered in any action at law arising out of any injury caused to any passenger by any wrongful act, neglect, or default of the Commissioner or of any of his employees, and the costs of the action, or any amount allowed by the Commissioner — without action at law — as compensation for any injury caused as aforesaid.

The amount of any loss in connection with or damage to any goods, parcels, luggage or other property in the custody or under the control of the Commissioner for the safe keeping of which he is responsible. The amount of liability in connection with damage to goods is fixed by agreement between the Commissioner (or his representative, the Chief Traffic Manager) and the owner.

(b) Railways are not required to take out an insurance policy.

**Western
Australia**

(a) There is no fixed method of determining liability.

(b) Insurance is provided but is not compulsory.

(a) Civil liability is limited to liability for damages under Common Law. There is no fixed statutory liability.

(b) Vehicles used to carry paying passengers only must be covered by a "Passenger Risk" Insurance Policy. Amount of policy : £100 per seat, with a minimum of £1,000 for each vehicle.

Insurance regarding transport of goods is not compulsory.

No inland navigation.

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	Railway	Road	Inland navigation
Australia (continued): South Australia	<p>(a) The liability of the carrier in respect of passengers insured or goods lost or damaged is fixed by the law courts.</p> <p>(b) All public carriers of passengers, whether licensed by the Transport Control Board or not, are required to insure their passengers. Insurance against third-party risk is compulsory in an amount of £2,000 per person, with a maximum of £20,000.</p>		
* * *			
New South Wales	<p>(a) The statutory liability of the Railway Commissioner in respect of accident to passengers is limited to £2,000 per passenger. Regarding goods damaged in transit, the position is that the Commissioner's liability is limited by the Common Carriers' Act of 1902 and by specific by-laws. Generally, the consignor of goods may elect to have goods forwarded at his own risk or at the risk of the Commissioner. In the latter case, of course, a higher rate is payable by the consignor.</p> <p><i>Tramways.</i> — The liability of the tramway authority by way of damages is limited to £2,000 per person. In other directions, liability is determined by the rules of common law.</p> <p>(b) The Railway Department is not required to take out any insurance. As a matter of policy, however, the Commissioner in certain instances insures against fire and damage.</p> <p><i>Tramways.</i> — The tramway authority is not required to take out an insurance policy.</p>	<p>(a) The civil liability of the carrier is fixed in accordance with the ordinary law relative to negligence and the responsibility of a bailee.</p> <p>(b) Operators of motor-omnibuses in Sydney and Newcastle areas are required by Statute to insure against personal injury and damage to property risks with an approved company with minimum cover of £5,000 per vehicle. Operators of omnibus and passenger service cars in country districts are required, in certain cases, by a condition of the licence under the State Transport Co-ordination Act to insure against personal injury risks with minimum cover of £3,000 in respect of all claims arising out of an accident.</p> <p>There is no compulsory insurance required in connection with goods vehicles and taxi-cabs.</p>	<p>(a) A carrier who carries goods for anybody who desires him to carry — <i>i.e.</i>, a "common carrier" — is at common law an insurer. Where goods are delivered in a damaged condition, the carrier is liable, unless such damage has resulted through some inherent defect or vice in the goods themselves, or from the natural deterioration of the goods during transit. With respect to passengers, the contract of the carrier is not that of an insurer. In order for a passenger to bring an action against a shipowner, the claim must be based on negligence. But the passenger's right may be limited by express stipulation in the contract exonerating the shipowner.</p> <p>(b) Carriers are not required to take out an insurance.</p>

* * *

Queensland

(a) and (b) *Goods*. — The liability of the carrier in respect to loss or damage to goods in transit is not specifically defined. The liability depends on the nature of the contract between the owner and the carrier, and unless provision is made to the contrary the matter has recourse to law.

No inland navigation.

Passengers. — The State Transport Board will not grant a certificate to operate unless the applicant has effected insurance covering passengers and such insurance is effected with an approved Insurance Company.

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Tasmania

(a) Civil liability is a matter for the law courts.

(b) All passenger-carrying vehicles require to hold an Insurance Policy covering liability of the death or bodily injury of any person including a passenger.

* * *

Victoria

(a) Liability is the event of an accident to passengers is fixed or decided on the question of whether or not the Commissioners of Railways or their servants have been guilty of negligence in the carriage of the passenger.

Liability for damage to goods in transit is fixed in accordance with the conditions of the Common Carriers' Act, subject to any special contract which may exist for the carriage of the goods limiting the Commissioners' liability or relieving them from liability in the event of damage and in respect of which special contract some consideration such as a lower rate of freight is paid or the goods are accepted for despatch not fully packed.

A common carrier is an insurer of goods carried by him and is only exempted from liability in the event of such happenings as acts of God, damage by the King's enemies, etc., or damage arising from some act or omission of the owner of the goods himself.

(a) In the event of an accident to passengers or damage to goods during transit, the injured parties have a common law right of action against the carrier. The ordinary common law position relating to actions for tort is not altered by *ad hoc* legislation relating to carriers, but there is the additional provision for compulsory insurance relating to passenger carriers and described hereafter.

Inland navigation of no importance.

	Railway	Road	Inland navigation
Australia (continued) : Victoria (continued)	(b) The Railways Commissioners do not take out an insurance policy either for injury to passengers or damage to goods. They have a Claims and Fire Insurance Compensation Fund fixed by Parliament at £100,000 and kept at that figure by contributions of a maximum of 10s. % of the revenue collected. From this they pay such compensation as they are liable for to injured passengers and to the owners of damaged goods.	(b) It is a condition of every licence issued to a public passenger carrier that the holder thereof shall insure himself with some insurers approved by the Transport Board against all sums for which he may be liable by way of damages in respect of his vehicle in case of injury to persons. The minimum amount of cover is prescribed by Statute according to seating capacity of the vehicle. There are no insurance provisions covering liability for damages in the case of damage to, or loss of, goods during transport.	
Austria	(a) The liability of the railways for material damage resulting from the operation of their services is determined by the general principles of the law of torts. Under the Law on the Civil Liability of Railways, the latter are liable for physical injury caused to persons as a result of an "occurrence in the traffic" ("Ereignung im Verkehr"), unless they can show that the damage was caused by circumstances beyond their control, by the injured party himself, or by another person. Under the transport contract, a railway undertaking is, in principle, liable for any damage resulting from the loss or diminution of, or injury to, the goods, from the time of their acceptance for transport until delivery, unless it can show that it is not responsible for the damage, and that such damage is due to the negligence of the person entitled to take the consignment, to an order given by that person, to an inherent defect in the goods carried, or to circumstances beyond the railway's control. (b) Railways are not required to take out an insurance policy for passengers or other persons	(a) The driver and the owner of the vehicle are liable for compensation in respect of any material damage or physical injury resulting from the running of a motor vehicle under the Law on the Civil Liability of Motorists, the principles of which are similar to those of the Law on the Liability of Railways. Under the Commercial Code, a motor-transport undertaking is liable for any damage arising out of the transport contract as provided in the regulations in force for the railways. (b) Under the Law on Motor Transport, any motor vehicle stationed in Austria must be	(a) Shipping companies are liable in the same way as railways and road transport services under the transport contract; they are liable for material damage and physical injury, in accordance with the general provisions governing the law of torts. (b) Shipping companies are not required to take out an insurance policy for passengers or

not belonging to their personnel.

insured against civil liability with a company authorised to engage in that branch of insurance in Austria. Vehicles which are public property are exempt from this obligation.

other persons not belonging to their personnel.

Belgium¹

(a) As regards rail transport, the civil liability of the carrier in the event of accidents to persons is covered by the following legal provision :

“ The tariffs and regulations of the administration may not contain any provision modifying its liability under ordinary law in respect of accidents to passengers.”

The principle applicable to the carriage of goods is as follows :

“ Should there be any loss or damage, refusal or delay, as regards compliance with requests to transport or deliver material, or the handing over of goods or baggage, the railway administration shall make good the damage in conformity with ordinary law.

“ Apart from cases for which special provision has been made, tariffs and regulations may not contain provisions modifying, in the interests of the administration, the conditions and extent of liability laid down in Article 34.”

(b) There is no obligation to take out an insurance policy in respect of the carriage of either passengers or goods. However, as far as the latter is concerned, the consignor is entitled by law to declare the value of the goods on despatch (*intérêt à la livraison*). Should he avail himself of this right, he is entitled, in the event of loss, damage or delay, not only to ordinary compensation, but to damages up to the amount declared, on condition that he establishes proof of the damage sustained.

(a) and (b) *Carriage of passengers by road.* — Operators are required to take out an insurance policy with an approved company to cover their civil liability in respect of passengers and third parties. The amount of the guarantee may not be limited either per victim or per accident as regards injury to persons; the amount of damage to property may be restricted to 500,000 francs per accident.

Carriage of goods. — Carriers are required to cover their civil liability in respect of third parties with an approved company for an unlimited amount per victim; in the case of damage to property, the amount of the guarantee may be limited to 500,000 francs per accident.

Unless he is released from this obligation by his principal, a carrier must also take out a separate insurance policy for the goods carried against risks due to an accident in transport and theft as a result of such an accident.

(a) and (b) No information.

¹ See A.1 (a) and (b), page 18.

	Railway	Road	Inland navigation
Brazil	(a) and (b) The civil liability of railway companies is defined by Federal decree. Insurance is not compulsory.	(a) and (b) The civil liability of road-carriers is defined by the Civil Code and the Commercial Code. There is no other legislation on the subject. Insurance is not compulsory.	(a) and (b) The liability of the carrier in the event of an accident to passengers or damage to goods is regulated by the Commercial and Civil Codes with due regard for the insurance contracted, if any. Insurance is not compulsory.
United Kingdom	(a) As carriers, railway companies are under a <i>prima facie</i> obligation (subject to certain exceptions and qualifications) to pay compensation for any loss of, or damage or undue delay to, merchandise entrusted to them for conveyance, and they are under a similar <i>prima facie</i> obligation as regards any injuries, or undue delay, to passengers caused by the companies' negligence. Under Sections 42 to 45 of the Railways Act, 1921, the standard terms and conditions, not only for merchandise traffic sent at owner's risk rates, but also for merchandise traffic sent at company's risk rates, fall to be settled by the Railway Rates Tribunal and, as so settled, are to be deemed reasonable. The standard terms and conditions for merchandise were settled accordingly by the Tribunal and published as Statutory Rules and Orders in 1927. <i>Tramways and trolley vehicles.</i> — Disputed civil liability is a matter for determination by the courts. (b) Railways, tramways and trolley vehicles are not required to take out an insurance.	(a) Failing agreement, the liabilities are determined by the courts, according to the terms of any contract between the carrier and the claimant, and the ordinary laws of the country in relation to negligence. As regards passenger vehicles, Section 97 of the Road Traffic Act, 1930, provides that any contract for the conveyance of a passenger shall be void in so far as it purports to negative or restrict any liability in respect of the death of, or injury to, a passenger while being carried in, entering or alighting from, the vehicle, or in so far as it purports to impose any conditions as to the enforcement of such liability. (b) No motor vehicle may be used on a road, unless there is in force, and in relation to its use, a policy of insurance (or a security) in respect of third-party risks. The policy of insurance must be issued by an authorised insurer (<i>i.e.</i> , an assurance company or an underwriter who complies with the requirements as to deposits	(a) Canal companies acting as carriers are liable for loss or injury to goods occasioned by their neglect or default, unless they are protected by a special contract signed by the person sending the goods and containing the conditions which are adjudged by the courts to be just and reasonable. Private carriers, generally known as by-traders, are subject to no regulations as to conditions on which they carry goods. (b) Canal undertakings are not required to take out an insurance.

and guarantees required by the Insurance Companies' Act, 1909, and the Road Traffic Act, 1930, and must, with certain minor exceptions, cover any liability which may be incurred by the user of the vehicle in respect of the death or bodily injury to any person caused by, or arising out of, the use of the vehicle on a road.

These provisions as to compulsory insurance do not apply to vehicles owned by, and driven by an employee of, or otherwise subject to the control of, local authorities, police authorities, or a person who deposits with the Accountant-General the sum of £15,000.

Bulgaria

(a) and (b) Civil liability is fixed by the transport contract drawn up in accordance with the regulations and tariffs. When taking their tickets, passengers pay for their insurance, which is included in the charge for conveyance. The maximum compensation is 50,000 leva.

(a) and (b) In accordance with the law on motor traffic, passengers are insured for 50,000 leva per head.

(a) and (b) No information.

Goods are subject to compulsory insurance for a minimum sum of 1,000 leva. Insurance for a higher sum is optional.

Canada

(a) The civil liability of railways in the event of an accident to passengers or damage to goods during transport is fixed by the courts, if it cannot be settled by the parties concerned.

(b) Railways are not required to take out an insurance.

(a) In the case of accidents to passengers or damages caused to goods during transport, onus of proof falls on the driver or owner.

(b) The carrier is required to take out a personal liability and damage insurance, and in some provinces damage to freight insurance as well.

(a) The extent to which the carrier is liable is defined in the "Canada Shipping Act," Sections 649 to 655 and 658, and in the "Water Carriage of Goods Act", 1936.

(b) The carrier is not required to take out an insurance.

China

(a) As regards rail transport, the carrier's liability in the event of an accident to passengers or damage to goods is governed in principle by

(a) The civil liability of the carrier in the event of an accident to passengers during transport is fixed by regulations. The carrier

(a) The extent and duration of liability are governed by the Civil Code, in a detailed manner.

	Railway	Road	Inland navigation
China (continued)	<p>common law, subject to the following provisions :</p> <p>Compensation for damage to baggage and parcels not insured with the companies, which is due to the fault or to negligence on the part of the companies, is fixed in accordance with the scale drawn up by the Ministry of Railways. Should such baggage or packages have been insured, the compensation is fixed in accordance with the insurance tables, but may in no case exceed 1,000 yuan.</p> <p>As regards goods, the compensation paid may not exceed the value declared at the time of their registration and must correspond to the current normal market price.</p> <p>(b) Under regulations in force since July 1st, 1936, the Railways are responsible in the case of fire. The companies must therefore have the goods carried by them insured, and may choose between a "named" policy and an "open" policy.</p>	<p>incurs no liability in the event of damage of goods during transport, unless the goods are specially insured.</p> <p>(b) The carrier is required to take out a third-party insurance policy.</p>	<p>(b) In principle, this obligation is not expressly imposed by law. The insurance, if any, may be contracted, under Chapter VIII of the Maritime Trade Code concerning marine insurance, against all risks which might endanger or prejudice any goods the value of which can be assessed in cash.</p>
Ecuador	<p>(a) Under the existing traffic regulations, the railways are solely responsible for loss, accidents or damage up to the amount insured, provided that the goods carried have previously been insured by the consignor. The railway company issues insurance policies at the following rates : special category and first category luggage and registered parcels : 2% of the insured value ; second, third, fourth and fifth categories : 1.5% ; sixth, seventh, eighth and ninth categories : 1% ; tenth and eleventh categories : 0.5%. The provisions of the Commercial Code now in force are also applicable.</p> <p>(b) There is no obligation to take out an insurance policy.</p>	<p>(a) and (b) No information.</p>	<p>(a) and (b) No information.</p>

Estonia

(a) The railway administration is liable in virtue of the railway laws and the international Conventions. The railway administration is administratively liable for damages occurring during the period of the transport contract.

(b) There is no obligation to take out an insurance.

(a) Transport undertakings are liable for the damages of their employees or even of other persons authorised by them in the undertaking.

(b) There is no obligation to take out an insurance.

(a) The undertakings are liable on the basis of the laws in force.

(b) There is no obligation to take out an insurance.

United States of America

(a) The civil liability of a carrier in the event of an accident to passengers or damage to goods during transport is determined in judicial proceedings in court.

(b) The Inter-State Commerce Act contains no provisions similar to those contained in the Motor-carrier Act as defined in the opposite column.

(b) As security for the protection of the public in connection with injuries to persons and loss of, or damage to, property transported by motor vehicle, the carriers are required, according to the Motor-carrier Act, to comply with such reasonable rules and regulations as the Inter-State Commerce Commission shall prescribe, governing the filing and approval of surety bonds, policies of insurance, qualifications as self-insurers, and other securities or agreements.

(b) The Inter-State Commerce Act contains no provisions similar to those contained in the Motor-carrier Act, as defined under "Road".

Finland

(a) The railway bears full liability for accidents to passengers (Law of February 19th, 1898). For goods, it is primarily liable in accordance with the Berne Conventions on railway transport.

(b) There is no obligation to take out an insurance.

(a) and (b) If in a professional transport service a passenger suffers injury as a result of the action of the driver or of the bad condition of the vehicle, the owner of the vehicle is bound to make reparation for the injury done. For the transport of goods, there are no special provisions concerning the owner of the vehicle.

The Law of April 28th, 1935, prescribes liability in respect of injury resulting from motor traffic.

(a) The shipowner is liable in respect of injuries to passengers or goods only in so far as the injury was caused by the fault of the captain or the crew or by the bad condition of the ship.

(b) The owner is not obliged to insure passengers or goods, but, like all other employers, he must insure the captain and crew against accident.

France

(a) The carrier's liability is governed by general regulations which apply to all forms of transport. Under Articles 103 *et seq.* of the Commercial Code and Article 1784 of the Civil Code, the carrier is responsible for the exact execution of the transport contract (except in cases of *force majeure* or inherent defects, in the case of goods, or, as regards passengers, when the victim is responsible). The injured passenger or the owner of the lost or damaged goods must apply to the civil courts for the assessment of damages.

(b) Railways are not required to take out an insurance policy.

(b) In the case of road transport services, the Decrees of February 25th and July 13th,

(b) Persons licensed to operate regular navigation services are required under the

	Railway	Road	Inland navigation
France (continued)		1935, provide that public carriers shall take out an insurance policy for vehicles, passengers and goods against the risks of civil liability with one of the companies approved by the Ministry of Labour. The carrier may, however, be authorised to be his own insurer, provided he can furnish sufficient guarantees.	terms of the standard contract ("cahier des charges-type") to insure goods against navigation risks and fire.
Greece	<p>(a) The Decree of August 15th, 1923, and the civil and commercial laws in force determine the civil liability of railways as carriers. Railways are not liable in cases of <i>force majeure</i>.</p> <p>(b) There is no obligation to take out an insurance policy.</p>	<p>(a) The civil liability of motor undertakings is governed by the civil and commercial laws, except in cases of <i>force majeure</i>.</p> <p>(b) There is no obligation to take out an insurance policy.</p>	No inland navigation.
Hungary	<p>(a) In accordance with private law practice and with the spirit of Law XVIII, of 1874, transport undertakings, without exception, are regarded as "dangerous undertakings". Consequently, the liability of transport undertakings in the event of an accident to passengers and of damage to goods rests on an objective basis. This means that if, during the operation of a service, a person loses his life or is injured, or an article is damaged or spoiled during transport, the undertaking is liable for the damage caused, unless it is able to prove that the death or injury of the person concerned or the damage to goods was due to circumstances over which it had no control (<i>force majeure</i>) or to an illegal act on the part of a third person which the undertaking was unable to prevent, or, lastly, was the fault of the person killed or injured or of the person whose goods were damaged.</p> <p>As regards the goods carried, the undertaking is liable for all damage resulting from the total or partial loss or deterioration of the goods from the time they are received for transport until they are delivered, and also if transport is not effected within the stipulated time-limit.</p> <p>The undertaking is relieved of responsibility if it is able to prove that the total or partial loss or deterioration of the goods was the fault of the person entitled to them or was due to an act for which the undertaking was not responsible or to the natural properties of the goods, or, lastly, to <i>force majeure</i>.</p> <p>The undertaking is relieved of responsibility for delay in transport if it can prove that this delay was due to unforeseen circumstances beyond its control.</p> <p>(b) No obligation to take out an insurance.</p>	<p>(b) Public motor-transport undertakings must take out a policy covering damage to third parties for which they are liable in the case of accidents caused by the motor vehicle. If they do not do so, they must deposit a security.</p>	(b) No obligation to take out an insurance.

India

(a) The civil liability of the carrier is fixed by statutes and under ordinary civil law of contract and tort.

(b) There is no obligation to take out an insurance.

(a) The civil liability of the carrier is fixed under ordinary civil law of contract and tort.

(b) Generally, there is no obligation to take out an insurance.

(a) The civil liability of the carrier is fixed under ordinary civil law of contract and tort.

(b) There is no obligation to take out an insurance.

Ireland

(a) The civil liability of rail carriers in the event of an accident to passengers or damage to goods is determined by the courts on the merits of the particular case.

(b) No obligation to take out an insurance.

(a) No information.

(b) Compulsory insurance against third-party risks extends to all motor vehicles using the public roads under the Road Traffic Act, 1933, administered by the Department of Local Government and Public Health.

(a) and (b) No information.

Iceland

(a) In the event of an accident or damage caused by the using of a motor-car, the person responsible for the car is liable to pay damages, unless the person who met with the accident or the damage or a third person has been the cause either intentionally or by reproachable negligence, or it is proved that the accident could not be avoided, in spite of every attention and care shown by the driver.

The above-mentioned rule does not cover accidents or damages to persons or goods transported by the motor-car, unless it is a motor-car hireable by the public.

In other cases the liability for such accidents and damages is according to general rules.

	Railway	Road	Inland navigation
Iceland (continued)		<p>(b) Every motor-car owner must insure his car against accidents, as follows :</p> <p>(1) Motor lorry, 10,000 kr.</p> <p>(2) Motor-car, carrying up to 6 passengers, 10,000 kr.</p> <p>(3) Motor-car, carrying up to 10 passengers, 20,000 kr.</p> <p>(4) Motor-car, carrying more than 10 passengers, 30,000 kr.</p> <p>(5) Motor-cycle, 5,000 kr.</p>	
Japan	<p>(a) <i>As regards goods.</i> — In the case of the loss, damage or delayed arrival of goods, the railways are responsible for payment of the loss, unless they can prove that they are not to blame (Commercial Code, Article 337). As regards the amount of compensation to be granted, the following special stipulations concerning transport by rail apply :</p> <p>In case the amount of the compensation allowable is declared in advance. — A passenger or a consignor can declare in advance, in regard to his goods, the amount of compensation to be paid in the event of loss caused by accident during transport. In this case, the amount of compensation actually to be paid cannot exceed the sum previously declared. If the sum declared exceeds the value of the said goods at the place of destination on the last day of the delivery period or the total amount of the loss caused when there is no delivery, the excess over the declared amount of compensation is not payable.</p> <p>In case the amount of the compensation is not declared in advance. — For delayed</p>	(a) and (b) No information.	(a) The civil liability of the carrier is decided by the general principles of the Commercial Code.

arrival, freight rate on the goods constitutes the maximum of the compensation payable; compensation for loss and damage is limited to 150 yen per person as regards personal luggage, and 1 yen per kilogramme as regards valuables (up to a maximum of 150 yen per object). As regards compensation for loss of, and damage to, animals, maximum rates are fixed for each class of animals.

As regards passengers. — As there are no special provisions on this subject, the courts decide the amount of compensation under the civil law, taking into consideration the circumstances of the victim and his family and how far the victim was to blame for the occurrence.

(b) The railways are under no obligation to take out an insurance policy.

(b) There is no obligation to take out an insurance.

Latvia

(a) Under the special regulations, the railways are liable for loss or damage caused through the fault of their employees. The railway administration is also bound to pay compensation in case of the death of a person or of injury to a passenger's health or damage to his baggage, provided that the injured party can prove that the accident was due to the fault of the railway or of its employees. The railway administration is not liable if the accident is due to *force majeure*, if it has been caused by the fault of the victim himself or of persons not belonging to the railway staff, or if the persons in question have been guilty of any offence under the existing laws or compulsory regulations. Similarly, the railway administration is liable in the case of non-observance of the time-limit for delivery, the owner of the consignment being entitled in such a case to compensation; the amount of which will depend on the extent of the delay and the cost of carriage.

(b) There is no obligation to take out an insurance policy.

(a) The liability of owners of motor-transport undertakings towards victims of an accident or as regards damage to goods carried is governed by the general provisions contained in the local Civil Code.

(b) There is no obligation to take out an insurance policy.

(a) and (b) No information.

	Railway	Road	Inland navigation
Liechtenstein		<p>Road upkeep costs the State a yearly sum of, roughly, 500,000 francs. Goods are usually transported by motor vehicles. The transport undertaking is obliged to insure its staff against accident and to hold a civil liability insurance policy.</p> <p>The scope of the insurance is fixed by the Law of March 15th, 1932, on motor traffic, which is applicable in the Principality of Liechtenstein.</p>	
Lithuania	<p>(a) The liability of the railways in case of accidents to passengers or damage to goods is fixed by law.</p> <p><i>Passengers.</i> — The railways are required to pay compensation in the case of death, injury or any other accident to passengers caused by them. They are not liable if it can be proved that the accident was due to no fault of theirs, or that it was brought about by <i>force majeure</i>. The amount of compensation payable varies according to the gravity of the accident. It may take the form of a single gross payment or a number of instalments, as those entitled may prefer.</p> <p><i>Goods.</i> — The railways are liable for damage to, or loss of, all or any part of goods carried by them, unless it can be proved that the damage was due to unsatisfactory packing, the consignor's negligence, action taken on his instructions, or <i>force majeure</i>. Compensation is computed on the basis of current exchange or market prices. If the amount of the compensation cannot be computed in this way, it is estimated on the basis of the ordinary price of the type of goods concerned.</p> <p>(b) Insurance by the carrier is not compulsory.</p>	<p>(a) Motor and water transport undertakings are liable in the event of an accident to passengers or damage to goods during transport.</p> <p>(b) Passengers are not insured. The insurance of goods carried and of the motor vehicles or boats used is a matter for the owners of the undertakings. The question of insurance is under consideration.</p>	
Luxemburg	<p>(a) According to the Law of February 8th, 1908, the carrier is responsible for damage to,</p>	<p>(a) Transport undertakings are covered by civil liability insurance.</p>	<p>Inland navigation is without importance.</p>

or loss of, goods and for accidents to passengers, unless he can prove that the damage, loss, or accident was due to an external cause which cannot be ascribed to him.

As regards accidents to passengers, any agreement running counter to the above provision is void at law.

(b) There is no obligation to take out an insurance policy.

(b) The carrier is required to take out an insurance policy under the Law of June 10th, 1932.

Monaco

See A.1 (a) and (b), page 27.

Norway

(a) The Railways are liable for damage to passengers or goods carried. The provisions as regards liability contained in the International Convention on the Transport of Goods by Rail are applied in general to goods.

(a) In virtue of paragraphs 30 and 31 of the law on motor vehicles, the owner of a motor vehicle is liable for damage to passengers or goods carried for remuneration by the said vehicle, whether or not any blame attaches to the owner or driver of the vehicle. Nevertheless, if the person having suffered damage has himself inadvertently caused the damage, the owner of the vehicle is exempt from liability; further, if the person injured has been guilty of gross carelessness, he may be liable for damages if the owner or driver of the vehicle has also suffered injury. In such a case, the court fixes the amount of the damages.

Inland navigation is of small importance.

As regards road traffic other than motor vehicles and motor-bicycles, the ordinary rules concerning the right to damages in virtue of the carrier's liability are applied.

(b) The Norwegian State Railways are their own insurers.

(b) Under paragraph 11 of the law on motor vehicles, a guarantee of at least 20,000 kroner must be provided in respect of each motor vehicle for personal injury, and 5,000 kroner for other damage; but this guarantee need not exceed 30,000 kroner for each accident. For vehicles running on regular services, the Ministry of Labour has decided that the amounts of the guarantee must be 20,000, 10,000 and

	Railway	Road	Inland navigation
Norway (continued)		60,000 kroner respectively for vehicles licensed to carry not more than twenty passengers, and 50,000, 20,000 and 150,000 kroner respectively for larger vehicles. For ordinary motor vehicles, the guarantee may be provided in cash, in the form of a bank guarantee, in securities or in the form of a declaration of guarantee by a recognised insurance company; for vehicles providing regular services, however, only a civil liability insurance policy with a recognised insurance company is accepted.	
New Zealand		<p>(a) <i>Accidents to passengers:</i> Carriers by road — privately owned. — Liability is fixed by the English common law principles of negligence, with the addition that, in the case of death, the Deaths by Accidents Compensation Act, 1908, gives a right of action to certain of the relatives of a person killed by wrongful act, neglect or default, where the act, neglect or default would (if death had not ensued) have entitled the party injured to maintain an action for damages. The application of the law just mentioned is general and is not limited to carriers.</p> <p>(a) <i>Accidents to passengers.</i> — The liability of State owned Railways and road services is the same as indicated above under "Road", the Crown Suits Amendment Act, 1910, giving a right of action against the Crown for negligence and also providing that the Deaths by Accident Compensation Act, 1908, binds the Crown. Under the Crown Suits Amendment Act, 1910, claims against the Crown in respect of death or personal injury are limited to £2,000.</p> <p><i>Damages to goods:</i> Carriers by road — privately owned. — The liability is that of a common carrier under the English common law applicable to common carriers as modified by the Carriers Act, 1830 (Imperial), and the Mercantile Law Act, 1908 (New Zealand).</p>	Inland navigation is of no importance.

The Carriers Act, 1830 (Imperial), provides that any mail contractor, stage-coach proprietor or other common carrier by land is not to be liable for the loss of certain goods over the value of £10, unless their value has been declared and an increased charge is accepted. The carrier is not liable for the loss if the declaration is not made, unless the loss is due to the felonious act of his servant. The carrier is prohibited from limiting his liability by public notice, but the right to do so by special contract is preserved.

The provisions of the Mercantile Law Act, 1908, applying to carriers, correspond with those of Section 7 of the Railway and Canal Traffic Act, 1854 (Imperial). By this Act, a carrier is liable for loss occasioned by the neglect or default of himself or his servants, notwithstanding any notice, condition, or contract to the contrary, but he is permitted to make a special contract with the consignor, which must be signed by the latter and must be just and reasonable. The Act also limits the amount of damages recoverable from a carrier for loss or injury to certain animals, unless the value is declared and extra payment made.

Damage to goods. — The liability of State owned Railways and road services for loss or damage to goods is fixed by the Government Railways Act, 1926; Section 15 (*d*) provides that, in respect of all ordinary goods and to the extent of the value declared in respect of all special goods, but subject in every case to the limitations and provisions of the Act, the Crown shall have the same liabilities, obligations, rights and protection as in the case of common carriers.

Section 8 of the Railways Amendment Act, 1936, gives power to undertake the carriage of passengers and goods otherwise than by railway and whether by land, water or air, and in such cases the powers, liabilities, obligations, rights and protection are to be the same as in the case of the carriage of passengers or goods by railway.

Power is given under Section 8 of the Government Railways Act, 1926, to declare goods of a nature liable to injury or over a certain value to be special goods, and the amount of damages recoverable in respect of loss or of damage to such goods is limited unless the value of goods is declared in writing and a receipt for same obtained.

	Railway	Road	Inland navigation
New Zealand (continued)	(b) No obligation to take out an insurance policy.	(b) In cases where passengers are carried in motor vehicles, passengers are protected against the negligence of the carrier or of the driver of any other motor vehicle by the provisions of the Motor Vehicles (Third-party Risks) Act, 1928. Under this Act, every owner of a motor vehicle must insure against his liability to pay damages on account of death or bodily injury to any person in the event of such death or injury being sustained or caused through, or by, or in connection with, the use of such motor vehicle. The liability of the insurance company in respect of any one passenger is limited to £2,000 and to £20,000 for all claims made by, or in respect of, all the passengers carried in the motor vehicle. This Act also binds the Crown.	
Netherlands : Home Territory	(a) Article 1 of the Railway Act reads as follows : “ Railway transport undertakings are liable for damages caused to persons and goods during transport, unless they can prove that the damages are not due to negligence on their part or on that of their officials or employees.” (b) There is no obligation to take out an insurance policy.	(a) <i>Motor-coaches</i> . — Article 9 of the Public Transport Act reads as follows : “ The carrier is liable for damage caused to passengers during transport, unless he can prove that there has been no negligence on his part or on that of his officials or employees.” The motor-transport regulations require the carrier to take out an insurance policy. <i>Lorries</i> . — Article 91 of the Commercial Code reads as follows : “ Carriers and boatmen are liable for all damage caused to goods which they have accepted for transport, unless such damages are caused by a defect in the goods, by <i>force majeure</i> or by the negligence of the sender or consigner.” (b) There is no obligation to take out an insurance policy.	(a) Liability for goods carried is the same as in the case of goods carried by lorry. As regards passengers, see under “Motor-coaches” (a).

**Netherlands
Indies**

(a) If the railway or tramway undertaking cannot prove that accidents occurring to passengers are not due to its own negligence or that of its employees, it is liable for damages.

No damages may be claimed in respect of the interruption or cessation of the service, or lateness in the arrival or departure of trains.

The carrier is not liable for damages caused to goods which passengers have taken with them in carriages, unless the latter can prove negligence on his part or that of his employees.

Apart from the exceptions given below, a carrier who has accepted goods for transport is responsible for the execution of the transport contract until the goods have been delivered. This responsibility is in force during transport, not only on his own lines, but also on similar lines belonging to other companies. This responsibility ceases if the carrier proves :

That the total or partial loss of, or damage to, goods was not due to negligence on the part of himself or his employees.

In case of damage due to a delay in the delivery of the goods, that the delay is due to circumstances which were not caused by himself or his employees and which they could not have prevented by the exercise of normal care.

The carrier is not responsible :

For damages to goods carried in open wagons in accordance with the conditions of transport or with the consent of the sender, if such damages are due to the mode of transport, whether the goods are covered with tarpaulins belonging to the sender or hired from the carrier. If goods which are usually carried in covered wagons have been placed in open wagons with the sender's consent, an appreciable diminution in weight or the loss of

(a) If the owner or user cannot prove that accidents occurring to passengers or damage caused to goods carried are not due to his own negligence or that of his staff, he is liable for damages.

Any agreement to the contrary is null and void.

The owner or user is not responsible for damage due to defects in the packing of goods carried, if before despatch he drew the sender's attention to the inadequacy of the packing.

Inland navigation of no importance.

	Railway	Road	Inland navigation
Netherlands (continued): Netherlands Indies (continued)	<p>whole packages cannot be considered as a normal risk of the mode of transport.</p> <p>In the case of damages due to the absence of packing or to insufficient packing suffered by goods the nature of which requires adequate packing in order to protect them against damage or loss (including theft), but which, according to the sender's declaration, have been despatched without packing or with insufficient packing.</p> <p>In the case of damages caused by the loading or unloading of goods which, according to the conditions of transport or with the sender's consent, must be loaded by the sender or unloaded by the recipient. Moreover, the sender and the recipient are responsible for damages caused to the material of the railway company by loading or unloading.</p> <p>In the case of goods which, owing to their nature, run a special risk of being lost or spoiled by breakage, rust, rot, shrinking, infiltration, melting, desiccation, heat, spontaneous combustion, etc., for the damages due to these causes.</p> <p>If, in accordance with the conditions of transport or with the sender's consent, goods are carried under the guard of a person appointed by the sender, the carrier is not responsible for damages caused by circumstances which the person guarding the goods should have prevented.</p> <p>(b) There is no obligation to take out an insurance.</p>	<p>(b) There is no obligation to take out an insurance.</p>	
Poland	<p>(a) The liability of railways for the transport of luggage, express parcels and goods is defined in the case of the Polish railways by the transport by-laws. The rules regarding liability are practically identical with those laid down in the</p>	<p>(a) No information.</p>	<p>(a) No information.</p>

international Conventions (Berne Conventions) of October 23rd, 1924, concerning the transport of passengers, baggage and goods.

The responsibility of railway enterprises for accidents to passengers in connection with railway traffic is regulated by the various sectional (Partition States) laws, which are all based on a uniform conception of risk and assume that the railway is to blame. The railway may be exonerated if it proves that the circumstances specified in the by-laws have supervened — namely, and chiefly, that the injured person or third parties are to blame or that the case is one of *force majeure*.

These regulations of the former Partition States have been kept in force in Poland.

(b) Private railways, open to public traffic, are insured in insurance companies against fire, civil liability for accidents and damage sustained in connection with traffic on such railways.

(b) Motor-omnibus firms must insure against civil liability for accidents and damage sustained as a result of their transport operations.

(b) Inland navigation concerns are not by statute obliged to take out insurance policies.

Roumania

(a) The Civil Code provides for compensation for accidents. Luggage and goods are governed by the transport regulations.

(a) and (b) No information.

(a) The civil liability of the carrier in cases of accident or damage to, or loss of, goods is governed by the provisions of the Civil and Commercial Codes and by the compulsory clauses of transport contracts.

(b) There is no obligation to take out an insurance policy.

(b) There is no obligation to take out an insurance policy covering passengers.

Goods in the form of packages and luggage are insured by the shipping company itself from the time of their reception until delivery. The cost of such insurance is included in the cost of transport. The cost of insuring whole cargoes for long distances is borne by the freighters.

	Railway	Road	Inland navigation
Siam	<p>(a) The civil liability of the carrier in the event of an accident to passengers or damage to goods during transport is fixed by the provisions contained in the Civil and Commercial Codes.</p> <p>For railways such liability is also fixed by the Law on Organisation of Railways and Highways.</p> <p>(b) There is no obligation to take out an insurance policy for any of the three means of communication under consideration.</p>		
Sweden	<p>(a) In the case of bodily injuries caused as a result of railway traffic by the administration or staff of the railways, the owners of the railway are liable to pay compensation in accordance with the law.</p> <p>In respect of goods, the railways are responsible, within certain limits, for damage caused from the time when the goods are received for transport until they are delivered, or until the railway has placed the goods in a warehouse, if it is due to the goods being entirely or partly lost or being damaged.</p> <p>(b) There is no obligation to take out an insurance. In view, however, of the liability to pay compensation laid down by the law, all private railways take out insurance policies. These railways have formed a mutual insurance</p>	<p>(a) Every motor-car owner is obliged to take out and maintain a traffic insurance policy, in order to comply with certain obligations to pay compensation for injury to persons not carried in the vehicle; if the vehicle is being purchased by instalments, the purchaser is obliged to take out the insurance instead of the owner (seller).</p> <p>If passengers are injured in a motor vehicle which, at the time of the accident, is being used for regular passenger traffic, the insured person (and, therefore, also the insurance company) is always liable to pay compensation, provided the injury can be proved to have been caused through the fault of the driver. If such proof is not forthcoming, the passenger is not entitled to compensation.</p> <p>If a passenger is injured in a motor vehicle on account of an accident, even if caused by another motor vehicle, the passenger has the same right to compensation from the insurance company of the other vehicle as, for instance, an injured pedestrian.</p> <p>As regards goods, on the other hand, the traffic insurance does not apply; the consignor will, as a rule, insure his own goods.</p> <p>(b) In accordance with the law on motor-traffic insurance, policies must be taken out in respect of motor vehicles as soon as they are put into service. Such policies must be subsequently maintained.</p>	<p>(a) The obligation to pay compensation is very limited, and applies only to accidents or damage directly caused by the shipper.</p> <p>The shipper is therefore to some extent liable for goods from the time they are received until their delivery, but is not liable for damage caused through the fact that the vessel was in a defective condition at the beginning of the voyage, if the defect was of such a nature that it could not be discovered in spite of all necessary care, and still less on account of defects arising during the voyage.</p> <p>In the case of damage caused by natural disasters, bad weather, etc., the shipper is under no obligation to pay compensation.</p> <p>(b) There is no obligation to take out an insurance: Such insurance policies are taken out to a very small extent. The consignors, as a rule, insure the goods themselves.</p>

company.

As regards the State Railways, compensation is paid when necessary, out of the State Railway Operation Fund.

The compensation for damage obtainable on a traffic insurance policy is limited in each case to 60,000 kronor for personal injury, of which amount 20,000 kronor can be claimed in respect of each person injured or killed.

Czechoslovakia

(a) Railway companies are liable for injuries (damage to health) or death resulting from railway transport and arising out of the dangers peculiar to this form of transport. But companies are exempt from this liability if the damage was caused by the victim's behaviour or by the unavoidable behaviour of third parties, or if it was itself unavoidable and cannot be shown to result from a defect in the rolling-stock, nor from a special method of working, nor from defective or inadequate operation. No refusal or limitation of this obligation to provide compensation, even though declared in advance by the company or agreed upon with it, has any legal effect.

Responsibility for damage caused to goods transported on the Czechoslovak State Railways is governed by the Regulations for Railway Transport. According to these regulations, the railway is responsible for damage resulting either from the total or partial loss of consignments, or from damage to the goods taking place between the time of their acceptance for transport and their delivery, or for failure to deliver within the specified time-limit.

The railway is not responsible for loss or damage, if it can prove that the damage was caused by the claimant's fault or by his order, unconnected with any fault on the part of the railway, or by some special defect in the object transported, or by unforeseen circumstances. The railway is not responsible for failure to deliver goods within the specified time-limit, if it proves that delay was caused by unavoidable circumstances over which it had no control.

(a) and (b) No information.

(a) In the case of accidents to persons in transport by water, the relevant provisions of the Civil Code with regard to compensation apply, in so far as the transport company's responsibility is involved. According to the Civil Code, the shipping company pays the cost of the injured person's medical treatment and compensates him for his loss, present or future, in respect of the time during which he is unable to earn his living; it also pays him, on his request, compensation for pain he has suffered, according to circumstances. In the case of fatal accident to passengers, not only must all costs be paid, but the deceased person's dependants must be compensated for their loss.

As regards the transport of goods, the shipping company is responsible in accordance with the provisions of the Transport Regulations or conditions. If there are no such provisions, the Commercial Code applies. According to the latter, the shipping undertaking is responsible for all damage caused by the loss or injury of goods from the time of their consignment until delivery, unless he proves that the loss or injury in question is due to unforeseen circumstances or to the character of the goods — *e.g.*, an internal defect, evaporation, ordinary decrease (through drying), regular leakage or a fault in packing which was not externally visible. But as the provisions of the Commercial Code have no force of law and are therefore capable of being modified, transport regulations or the transport conditions of shipping companies give the details of certain cases where a departure from the Commercial Code is permissible and the heavy responsibility incurred

	Railway	Road	Inland navigation
Czechoslovakia (continued)	<p>If the damage might have resulted from special causes as, for example, lack of, or defects in, packing, etc., there is a presumption that it did, in fact, result from such causes, unless the claimant proves the contrary.</p> <p>The amount of compensation for loss or damage is settled according to the exchange or market rate, or, if neither applies, according to the generally accepted value of the goods; if the goods have not been delivered within the specified time-limit, compensation is given by remission of part of the cost of transport.</p> <p>In case of transport at special (reduced) rates, the railway may fix a maximum limit for compensation.</p> <p>Compensation is increased if the consignor has declared "interest in delivery"; the same applies to cases of fraud or serious offences ascribable to the railway.</p> <p>(b) No information.</p>		<p>under the law is somewhat mitigated. The principle is applied, as <i>lex contractus</i>, that in inland navigation the shipping agent is responsible for damage caused by loss or injury to goods carried, from consignment until delivery, unless he can prove that the loss or injury was caused by circumstances which could not be avoided through the care of a good shipping agent.</p> <p>(b) Shipping companies are not obliged to take out an insurance policy.</p>
Turkey	<p>(a) The liability of carriers is governed by the general law of the land.</p> <p>(b) No obligation to take out an insurance.</p>	<p>(b) No obligation to take out an insurance.</p>	<p>No inland navigation.</p>
Union of Soviet Socialist Republics	<p>(a) and (b) The liability of the three means of transport under consideration for accidents to persons is governed by the provisions of the Civil Code. Their liability for loss of, or damage to, goods in transit is governed by the statutes of the railways and shipping lines. In particular, in cases of total loss they must pay compensation equal to the actual value of the goods; and in cases of damage, compensation proportionate to the depreciation suffered by the goods during transit.</p> <p>The insurance of goods is not obligatory. A declaration of the value of goods is obligatory only in respect of works of art. As a general rule, railways, shipping lines and motor-transport undertakings are liable, unless they prove that the damage is due to circumstances not under their control.</p>		

Yugoslavia

(a) and (b) No information.

(a) and (b) Under paragraph 82 of the Law on Undertakings, a concern engaged in the regular transport of passengers must insure the latter, and also third parties, against any accident or damage which they may suffer during transport. This insurance must be taken out with an insurance company. There is no such obligation as regards the transport of goods and parcels.

An insurance policy must be taken out for the transport of passengers by motor vehicle, in virtue both of the Regulations of the Ministry of Trade and Industry concerning the compulsory insurance of transport undertakings and of the general conditions for compulsory insurance to which such concerns are subject by law.

(a) and (b) No information.

What is the social legislation relating to the regulation of labour in the case of transport undertakings ?

	Railway	Road	Inland navigation
Union of South Africa	Social legislation is embodied in Act 23 of 1925 and the regulations promulgated under that Act which govern the terms and conditions of service in the Government organisation.	The Industrial Conciliation Act (No. 11, of 1924) provides for the establishment of industrial councils, conciliation boards, and the appointment of mediators and arbitrators or umpires to consider and regulate matters of mutual interest between employees and employers in respect of any particular trade or occupation. In terms of the Wages Act, No. 27, of 1925, the Governor-General establishes a Wages Board. The function of this Board is to investigate and report to the Minister upon any matter relating to wages, and generally on conditions of employment.	No inland navigation.

Argentine Republic

Law No. 11544 on Hours of Work. — The duration of work must not exceed eight hours a day or forty-eight hours a week for any person employed by another in public or private work, although it is not lucrative . . . (Article 1).

Night work — that is, work between 9 p.m. and 6 a.m. — must not exceed seven hours. When work must be carried out in unhealthy places . . . the duration shall not exceed six hours a day or thirty-six a week (Article 2).

The following exceptions are allowed in the work referred to in Article 1 :

- (a) Employees of the Directorate, or watchmen ;
- (b) When work is done in shifts, the duration can be prolonged beyond eight hours a day and forty-eight a week, on condition that the average over a period of at least three weeks shall not exceed eight hours a day or forty-eight hours a week.
- (c) Cases of accident, danger or urgent work . . . (Article 3).

Special provisions under Law No. 11544 for railways. — The normal hours of work, whether continuous or not, shall be eight a day or forty-eight a week for the ordinary service of railway employees of the Republic (Article 1).

When the working-day extends beyond 9 p.m. or starts before 6 a.m., or in any way day-time hours alternate with hours of night, each of the hours worked between 9 p.m. and 6 a.m. will count in the calculation of hours of work during the period as one hour and eight minutes.

Province of Buenos Aires: Transit Law No. 4258. — The executive authority is authorised to insist that enterprises engaged in the public transport of passengers and goods must observe the legal working-day laid down in Law No. 11544 (Article 3 (d)).

Law No. 4375. — The holders of concessions must pay to their employees or workmen over 18 years of age a minimum daily wage of 5 pesos (Article 27).

Night work will not be considered as such for the purposes of the calculation referred to in the preceding paragraph, when the night hours do not amount to fifty-six in a period of twenty-one days ; but when this limit is reached, these hours, as well as those in excess, shall be valued in the manner prescribed (Article 2).

Unhealthy places, for the purposes of fixing the working-day of six hours, or thirty-six a week, shall be determined by the executive authority directly, or on consultation with the interested party (Article 3).

For staff on intermittent work, the working-day can be extended to twelve hours, provided it does not exceed the average of eight hours per effective working-day during the day-time, and seven hours of effective work during the night in a period of twenty-one days.

Australia :
Common-
wealth

The Commonwealth Court of Conciliation and Arbitration, appointed under the " Commonwealth Conciliation and Arbitration Act, 1904-1930 ", investigates claims and issues awards covering unions of wages employees and affecting rates of wages and working conditions.

The Commonwealth Public Service Arbitrator, who is appointed under the " Arbitration (Public Service) Act, 1920-1929 ", considers claims and issues determinations applicable to both salaried and wages employees who are members of salaried officers' associations and unions of wages employees.

Employees who are not members of a salaried officers' association or of a wages employees' union which are covered by determinations and awards are provided for in a Commonwealth Railways By-law issued under the provisions of the Commonwealth Railways Act, 1917-1925.

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : Western Australia	Governed by Rules of Trade Unions, registered under Industrial Arbitration Acts.	Drivers of goods vehicles restricted to a total of eleven hours of driving in any period of twenty-four hours, but not more than five and a-half hours continuously with at least one-half hour of leisure, provided that at least ten hours of leisure is obtained in each period of twenty-four hours, or twenty-one hours of leisure in forty-eight hours (definite statutory requirements). Regulation of passenger-vehicle workers and other matters relating to goods-vehicle workers governed by Rules of Trade Unions registered under Industrial Arbitration Acts.	There are no navigable waterways.

* * *

South
Australia

Railway employees have access to arbitration, conciliation, and industrial courts, both Commonwealth and State. Their hours of duty, rates of wages, and general working conditions are determined in far-reaching detail under awards prescribed by those courts.

The laws operative in this State to regulate the rates of pay and conditions of employment of men engaged in transport undertakings are to be found :

In the Industrial Acts, 1920 to 1935 (South Australia), and two determinations made by industrial boards under Part III of the Acts, viz. :

The Carters' and Drivers' Determination; and

The Government Drivers' and Shunters' Determination.

In the Commonwealth Conciliation and Arbitration Acts and an award of the Commonwealth Court of Conciliation and Arbitration known as "The Carters' and Drivers' Award (Federal)".

* * *

**New South
Wales**

The Government Railways Act and By-laws issued under the authority of that Act regulate, *inter alia*, the conditions of appointment of staff to the Service, the general principles governing promotion to the various grades after appointment, the disciplinary action to which they are liable while in the Service, including rights of appeal against punishment, etc., and the rates of pension to which they are entitled after retirement. Wages and conditions of employment are fixed by the Commissioner, subject to any award of the State or Commonwealth industrial arbitration courts appointed under the authority of State and Federal legislation.

Provision is made in the Railways Act for the payment of compensation in respect of accidents to staff under the provisions of that Act or of the Workers' Compensation Act.

Tramways. — The Transport Act, 1930, and Regulations issued under the authority of that Act regulate, *inter alia*, the conditions of appointment of staff to the Service, the general principles governing promotion to the various grades after appointment, the disciplinary action to which they are liable while in the Service, including rights of appeal against punishment, etc., and the rates of pension to which they are entitled after retirement. Wages and conditions of employment are fixed by the Commissioner, subject to any award of the State or Commonwealth industrial arbitration courts appointed under the authority of State and Federal legislation.

Provision is made in the Transport Act for the payment of compensation in respect of accidents to staff under the provision of that Act or of the Workers' Compensation Act.

Queensland

Hours of labour and remuneration for workers in the transport industry are governed by awards made by the industrial arbitration court, and the policing of the conditions of the award is the duty of the Department of Labour and Industry and the Road Transport Workers' Union.

Wages and conditions of employment and hours of labour are regulated by awards of the Federal or State industrial arbitration courts.

State legislation (Workers' Compensation Act) provides for the insurance of employees in respect of injuries sustained in the course of employment.

Legislation provides for a forty-four hour week, and a minimum wage for all adults. The determination of the rate of wages is left to industrial tribunals. Workers' compensation within prescribed limits is granted in the event of accident to a worker arising out of, and in the course of, his employment.

Provision is also made for a manning scale.

* * *

There is no inland navigation.

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : Queensland <i>(continued)</i>	Such arbitration court award provides that the hours shall not exceed forty-four per week, and the wages paid shall be in accordance with the scale provided in accordance with the capacity of the vehicle. These provisions, however, do not cover owner-drivers, of which there is a good percentage in Queensland.		
		* * *	
Tasmania	Wages conditions on all forms of transport are subject to the Federal Arbitration Court or the State Wages Board.		
		* * *	
Victoria	The rates of pay, hours of labour and general conditions of employment of the great majority of railway employees are governed by awards of the Commonwealth Court of Conciliation, or the Railways Classification Board constituted under State law. The latter Board comprises an independent Chairman (a county court judge), two representatives of the Administration and two Railways employees elected by ballot to represent the staff. The Board is required to determine the remuneration of officers and employees up to £500 per annum, other than those of employees such as artisans whose work is substantially the same as that performed by men in outside industry and governed by State Wages Boards. These employees must be paid not less than the appropriate Wages Board rates, and their hours must not exceed the Wages Board hours. The Classification Board is empowered to determine the hours of duty and main working conditions (other than annual leave, accident pay, sick pay, uniform clothing and travelling concessions) for all grades up to £500 per annum.	It is a condition of the licence of every carrier of goods or passengers for reward or goods in the course of trade that the requirements of any determination of a Wages Board or award of the Commonwealth Court of Conciliation and Arbitration relating to the wages to be paid to, and the conditions of labour of, drivers on licensed vehicles are observed. (Certain carriers are cited under a Commonwealth award and the remainder are subject to a determination of a Wages Board set up under the State Factories and Shops Acts.) Furthermore, certain limitations of hours of driving are separately prescribed and must be observed. Due to difficulties of enforcement and the prevalence of owner-drivers, standards are not at present uniformly maintained at the level prescribed by Statute.	Inland navigation of no importance.

The Commonwealth Court of Conciliation and Arbitration is empowered under the Federal Constitution to investigate inter-State industrial disputes, and during the last ten years it has made awards covering the great majority of the railway staff in Victoria and the adjoining States. These Federal awards supersede the awards of the State Classification Board.

The salaries of officers receiving over £500 per annum are fixed by Departmental Regulation or by the Commissioners, subject to the approval of the Governor in Council.

Concessions, such as sick pay, annual leave, travelling privileges, uniform clothing, etc., are governed by Departmental Regulations.

The State Workers' Compensation Act is legally applicable to railway employees, but under Departmental Regulations the accident pay benefits are generally more liberal than those provided for under the Act.

Disciplinary matters are dealt with by the Head of the Branch or a Statutory Board of Discipline (with an independent Chairman and one representative of the Commissioners and one representative of the employees elected by ballot).

A contributory superannuation scheme has been established under State law for the benefit of permanent employees.

Educational, social and recreational facilities are available to the staff, through the Victorian Railways Institute, at a very low membership fee.

Austria

In accordance with the law on the eight-hour day, the number of hours worked by workers and employees in railway, shipping and motor-transport undertakings may not, in principle, exceed forty-eight hours per working week, excluding the period of rest. In the case of motor-transport undertakings not running regular services, the hours of work, excluding rest periods, must not, in principle, exceed eight hours in any twenty-four. The general legislative provisions governing methods of work and, in particular, the protection of the life and health of workers also apply to the undertakings concerned.

Belgium¹

Railway

The general legislation on hours of work and the various social laws are generally applicable to railway workers. Each line, however, has its special regulations. The staff regulations of the Société nationale des Chemins de fer belges, together with General Order No. 13 relating to the duties and rest periods of the staff, contain provisions on this subject.

Tramways. — The general social laws are applicable to the staff of tramway services. The conditions of work and wages are fixed by agreements between the parties, with the intervention, if necessary, of paritative committees.

Road

Carriage of passengers by road. — Operators fix the duties of their employees in accordance with the general legislation on hours of work. The regulations in force provide, however, that any form of organisation of service may be adopted, on condition that each driver ceases to drive for at least one hour per period of six hours.

The same driver may not drive a vehicle for more than five consecutive hours, and may only resume driving after an interval of at least one hour. This period is not included in his hours of work, if he can, in fact, make good use of his time.

Furthermore, the wages paid by operators may not be lower than the average wage paid by other undertakings of the same kind in the same district for work requiring similar qualifications.

In the case, more especially, of the motor-bus services which the Société nationale des Chemins de fer vicinaux or the concessionaries of tramway lines are authorised to operate to improve the facilities offered by their rail services, an authorisation may be issued only if the working conditions of the staff of the motor-bus service replacing or supplementing the rail service are not more onerous than those of the staff employed on the tramway line.

Furthermore, drivers have recently been subject to medical inspection and will, in future, be required to hold a driving licence and to undergo a thorough medical examination every five years and a medical examination every year.

Inland Navigation

No information available.

¹ See A.1 (a) and (b), page 18.

The formation of a national paritative committee to cover motor-bus undertakings as a whole is at present under consideration.

Carriage of goods by road. — The carrier arranges the work of his employees in accordance with the provisions of the general law on hours of work and any other social laws concerning labour.

Drivers of motor vehicles the total weight of which exceeds 10,000 kilogrammes when loaded must be at least 21 years of age.

Any method of organising services may be adopted, provided that every driver ceases to drive for at least one hour in all per period of six hours.

The same driver may not drive a vehicle for more than five consecutive hours.

He may then resume driving only after an interval of at least one hour. This interval is not included in the hours of work if the driver can, in fact, make good use of his time.

Moreover, a national paritative committee advises on all general questions relating to the employment of labour, safety, health and other matters of direct or indirect interest to the staff. Such questions are referred to it by the Minister of Transport, the bodies formed by transport undertakings, and the bodies formed by the staff of such undertakings.

Brazil

The Federal law guarantees to railway workers, as to all employees of public transport services, the right to a retirement or invalidity pension. In the first case, the employee becomes entitled to a pension after thirty years of effective service and at the minimum age of

Road transport employees enjoy the advantages that the social laws in force confer on workers in general — regime of the eight-hour day, law on holidays, law on workmen's compensation.

The social legislation relating to the regulation of labour is new, and is considered to be one of the most perfect systems now in operation.

	Railway	Road	Inland Navigation
Brazil (continued)	<p>50. In the second case, the official becomes entitled to a pension when, after five years of effective service, he is the victim of an incurable disease which renders him incapable of performing any duty. An employee more than 65 years old with more than ten years of service is automatically placed on the retired list. No employee may be dismissed after ten years of effective service, except for serious misconduct which has been properly established by an administrative enquiry.</p> <p>The Pension Funds' receipts are provided chiefly by the contribution of the railway companies or the public (in the form of increased tariffs), and by a variable charge on the salaries of employees both in active service and otherwise. Members of the Funds are insured for medical and hospital treatment. The Federal laws provide for holidays with pay and sick leave on full salary for workers in the public transport services, and they contain provisions regulating the application of the eight-hour day.</p>		
United Kingdom	<p>In November 1935, an agreement made between the Railway Companies and the Railway Trade Union for a new scheme of machinery of negotiation (to take the place of that previously provided for in Part IV of the Railways Act, 1921) provided for the continuance of sectional councils and local committees for discussions between the companies and the Union, and for the establishment of a Railway Staff National Council, consisting of eight representatives of the companies and eight representatives of the Union, and a Railway Staff National Tribunal, consisting of three persons, one to be selected from time to time</p>	<p>As regards passenger road transport, Section 93 of the Road Traffic Act, 1930, provides that the wages paid by the holder of a road service licence to persons employed in connection with the operation of a public service vehicle, and the conditions of their employment, should not be less favourable to them than the wages which would be payable, and the conditions which would have to be observed, under the usual form of contract applicable to contracts with Government Departments. The section also provided that matters in dispute should be referred by the Minister of Labour to the industrial court for settlement, and if that court</p>	<p>Wages and conditions of employment of persons employed on canals are not the subject of statutory regulations or machinery.</p>

by the Railway Company, one to be selected by the Union, and a Chairman to be appointed by agreement, or, failing agreement, by the Minister of Labour.

Railway workshop and electrical employees are not covered by the machinery provided by the Railways Act, 1921, nor by the Agreement of February 1935. Special negotiating machinery has been set up by agreement between the companies and the Union dealing with such employees.

In the London Passenger Transport Act, 1933, special negotiating machinery was provided for, and provision was made for outstanding questions to be referred to a negotiating committee before reference to a wages board. The Act also provided for the establishment of councils, consisting of officers of the Board and representatives of the employees.

decided that any person had been guilty of a breach of the provisions, he should be liable to be dealt with in all respects as if he had failed to comply with a condition attached to his road service licence.

As regards goods road transport, Section 32 of the Road and Rail Traffic Act, 1933, extended Section 93 of the Road Traffic Act, 1930, so that the "fair wage" requirement should apply to the holders of "A" (public carriers') licences, and "B" (limited carriers') licences.

Section 19 of the Road Traffic Act, 1930, and Section 31 of the Road and Rail Traffic Act, 1933, are intended to protect the public from risks which arise in cases where drivers of motor vehicles are suffering from excessive fatigue. They therefore apply to owner-drivers as well as to employees.

In the case of practically every kind of mechanically propelled vehicle used either for carrying or hauling goods, it is not lawful for anyone to drive for any continuous period of more than five and a-half hours; or for more than eleven hours in all in any period of twenty-four hours beginning at 2 a.m.; or so that he has not at least ten consecutive hours for rest in any period of twenty-four hours calculated from the time when he began to drive. The period of ten hours may, however, be reduced to nine hours if the driver has twelve consecutive hours for rest during the next following period of twenty-four hours.

The rest period which follows a five-and-a-half-hour spell of driving must be not less than half an hour. During this half-hour rest period, he may travel as a passenger on the vehicle.

During the ten-hour or (in certain cases) nine-hour period of rest between complete spells of duty, the driver must not be required to remain at or near the vehicle or to be in any way under the orders of his employer, and he must be free from any responsibility as regards the vehicle or load.

	Railway	Road	Inland Navigation
Bulgaria	Washington Convention and national legislation on the subject; forty-eight hour week and compulsory insurance.	The employees of private transport undertakings enjoy the benefit of the labour laws — viz : Law on Workers' Hygiene and Safety; Law on Social Insurance; Law on the Employment of Labour and Unemployment Insurance; Law on the Supervision of Boilers and Reservoirs; Decree-Law regulating Individual Labour Contracts; Decree-Law regulating Collective Labour Contracts.	No information available.
Canada	There is no special legislation, but unions enforce limitation of maximum number of hours and workmen's compensation.	In some provinces, there is limitation of hours and workmen's compensation.	There is no special legislation; however, workmen's compensation is compulsory.
China	As regards the regulation of railway labour, in addition to the Factory Law, which is also applicable, the following regulations have been promulgated : Regulations for the Engagement of Workmen for the State Railways; Service Regulations for Railway Employees and Workmen; Regulations concerning the Administration of State Railway Works. All these texts regulate the employment of labour, hours, wages, bonuses and penalties, and include exhaustive provisions for the management of railway works. Social legislation is thus fairly comprehensive.	There are administrative regulations governing working-hours, minimum wage and savings of employees of highway transport undertakings.	The legislation relating to the regulation of labour includes : Revised Regulations concerning the Organisation of Seamen's Associations; Regulations for Seafaring Men; Regulations relating to the Organisation of Junk Crews' Associations; The Law on Trade Unions; The Law on Agreements between Associations; The Law on the Settlement of Disputes between Employers and Workers by Arbitration.

Ecuador

The maximum working-week is forty-five hours — *i.e.*, eight hours a day and five hours on Saturday. Allowance is made for overtime and night work. In the matter of social legislation, Ecuador has adopted all rational reforms in favour of the worker, such as the protection of women's and child labour and compulsory social insurance. There is a law on the dismissal of workers and employees which provides for equitable contractual relations between the parties. The competent authorities are responsible for seeing that the laws and regulations are properly carried out, and severe penalties are provided for offenders. Legislation has been passed dealing with industrial accidents.

Estonia

The regulation of labour is governed by the laws for the protection of labour.

**United States
of America**

The Motor-carrier Act of 1935 provides that the Inter-State Commerce Commission may prescribe the qualifications and maximum hours of service of employees.

The Hours of Service Act of 1907 limits the time on duty of employees engaged in the actual movement of trains. The Safety Appliance Acts provide for attachments to railway cars and locomotives to safeguard employees on duty. The Railway Labor Act provides for an Adjustment Board and a Mediation Board to act on questions of wages and working conditions, and applies to steam railroads, electric railroads operated as a part of a general steam-railroad system of transport, and to certain air-line carriers.

(See also reply to A. 3 (a), page 147, Social Security Act and Retirement Tax Act.)

Finland

The special rules relating to the regulations of labour on the railways are identical as for other employers.

There are no special provisions concerning motor traffic.

The law concerning seamen, of March 8th, 1924, established the juridical relations between the shipowner, on the one hand, and the officers and crew, on the other. This law also contains provisions as to the minimum age of sailors, both men and women. A Law of April 26th, 1924, deals with sailors' working-hours, and an Ordinance of December 23rd, 1924, deals with their engagement and dismissal. Private individuals are not allowed to organise seamen's employment offices. This work is entrusted to the communes; in places where the maritime traffic is very large, the commune must either add a special seamen's section to its employment

Finland
(continued)

Railway

Road

Inland navigation

exchange or appoint a special official to deal with seamen. On request, the Ministry for Social Affairs may give a company authority to find employment for seamen (Law of August 27th, 1936, on the Placing of Workmen).

A Law of May 8th, 1936, established the so-called "Last" Fund (which is administered separately from the State budget and which is used to assist seamen in the exercise of their calling and to support the lifeboat service), in order to make provision for pensions for captains, officers and crews of the mercantile marine. This Fund will also receive the "Last Dues", consisting of 0.40 mark per registered ton of net tonnage levied every year on all Finnish vessels registered for foreign service and on every foreign vessel engaged in shipping with Finland.

France

The workers and officials of the main railway systems ("Grands Réseaux") have a common Statute and enjoy the same terms of remuneration, which constitute the basis of their labour contract.

In the case of smaller systems and local railways, the terms of employment of the staff are generally defined in the contract ("Cahier des charges") of each undertaking.

As regards pensions, the personnel of the main railway systems is affiliated to superannuation fund organisations whose regulations, drawn up in pursuance of the Laws of July 21st and December 28th, 1911, have since been consolidated and amended, in accordance with the Convention of June 28th, 1921. These funds are subject to State supervision, and their credit is particularly sound. Their capital is supplied by means of deductions from salaries and wages and by contributions made by the Railways. The pensions regulations, which are fixed by the law, are based on those of civil servants.

Labour is regulated by the ordinary law in so far as it relates to working conditions, labour accidents, limitation of the hours of work, social insurance, etc.

The Decree of November 28th, 1919, as amended by the Decree of October 15th, 1925, issuing public administrative regulations for the application of the Law of April 23rd, 1919, on the Eight-hour Day to inland shipping personnel remains in force, pending the application of the Law of June 21st, 1936, on the Forty-hour Week.

In the case of the personnel of the smaller systems and local lines, a Law of July 22nd, 1922, as amended and supplemented by several subsequent laws, has set up a single and independent mutual superannuation fund for all the systems, the capital of which is provided by deductions from salaries and wages and by contributions made by the companies and the State. The fund is incorporated under civil law. The Deposit and Consignment Office ("Caisse des Dépôts et Consignations") is responsible for its financial administration.

Railway officials may ask that labour accidents be dealt with under the ordinary law when they consider this to be more advantageous than the relevant clauses in the Statute (Law of April 9th, 1898, and subsequent laws).

The railway personnel is also entitled to the benefit of the legal restrictions on hours of work, in particular the Law on the Forty-hour Week, which has, however, been adapted by special regulations to render it compatible with public safety.

Greece

Office and technical personnel and workers work eight hours a day, station personnel ten hours, and train personnel nine hours. Workers and workshop and office personnel do not work on public holidays. Train personnel receive a rest period of ninety-six hours after one month of work, and station personnel a rest period of forty-eight hours a month or twenty-four hours a fortnight. Hours of work in excess of eight, nine or ten hours respectively are paid for in proportion to the wages of the employee. Employees are paid during rest periods.

Every permanently engaged official is entitled to fifteen days of paid holiday a year during the first fifteen years of service and to thirty days of paid holiday after fifteen years of service.

Permanently engaged workers and artisans are entitled to a paid holiday of six days a year after five years of service and of twelve days after ten years of service.

Eight hours a day with a weekly paid holiday. Supplementary hours due to circumstances beyond the control of the undertaking are paid in proportion to the wages of the employees.

No inland navigation.

	Railway	Road	Inland navigation
Hungary	Transport undertakings must insure their employees against sickness and accidents. Large undertakings are required to establish an insurance fund.		
India	Hours of work and employers' liability are governed by statute.	Employers' liability governed by statute. Measures for control of hours of work do not exist but are under consideration.	In certain cases, employers' liability is governed by statute; otherwise, there is no special legislation.
Ireland	<p>By the Railways Act, 1924, the rates of wages, hours of duty and other conditions of service of railway employees are required to be regulated in accordance with agreements made from time to time between the trade unions representative of such employees and the railway companies.</p> <p><i>Tramways.</i> — Although not governed by statutory requirements, similar conditions obtain in the case of tramway employment as for railways.</p>	By a condition in both passenger and merchandise licences, every licensed road transport operator is obliged to provide "reasonable wages and conditions of employment" for his transport employees. In the case of the railway companies, the road transport employment is regulated by agreements with trade unions representative of the employees; and in the case of private road transport operators, by reference to local customs and conditions.	Although not governed by statutory requirements, similar conditions obtain in the case of canal employment as for railways.
Iceland	There is a law in force concerning the maximum daily working-hours of motor-car drivers.		
Japan	<p>The labour regulations concerning transport by rail are as follows :</p> <p><i>Railway Business Law.</i></p> <p><i>Law No. 65, March 16th, 1900 :</i></p> <p><i>Article 19.</i> — No service regulations for the railways servants are laid down by decree.</p> <p><i>Article 20.</i> — The local railways must lay down the service regulations for their railway servants and obtain the sanction of the authorities for these regulations.</p>	<p>Maritime Commercial Law, Sailors' Law, Sailors' Minimum Age Law and Sailors' Employment Agency Law are applicable to all ships except those not exceeding 20 tons and those which navigate only in lakes, rivers or bays.</p>	

Article 21. — The competent Minister may lay down the qualifications required for appointment of railway servants.

Article 23. — The local railways must lay down their own regulations with respect to actions of their employees contrary to their official obligations and duty and obtain for them the sanction of the authorities.

In case the local railways fail to inflict the prescribed punishment, the competent authorities may intervene and do so.

Article 24. — If a railway servant fails to perform his duties towards the passengers or the public, he will be liable to a fine not exceeding 30 yen.

Article 25. — If a railway servant performs an act which is dangerous to passengers or to the public, contrary to his official duties or in neglect of his duties, he will be liable to penal servitude for a period not exceeding three months or to a fine not exceeding 500 yen.

Article 26. — If a railway servant allows a number of passengers to enter a train in excess of the maximum number fixed, he will be liable to a fine not exceeding 30 yen.

Article 28. — If a railway servant neglects to open a level-crossing or causes a disturbance to traffic by leaving a wagon or other object on the level-crossing, he will be liable to a fine not exceeding 30 yen.

Articles 19 and 21 are not applicable to national railways or railways owned by a public body and Articles 20 and 23 are not applicable to railways owned by a public body.

Regulations for tramway servants. — The Decree of the Department of Railways No. 6,

Japan
(continued)

Railway

December 29th, 1923 :

Article 1. — As regards the service regulations of tramway servants, the service regulations of the local railways are applicable to them, *mutatis mutandis*, except in so far as stipulations to the contrary are laid down in the present decree.

Article 2. — Tramway managers must lay down the regulations for the appointment of engineers, drivers and conductors, which they must notify to the Minister of Railways and the Governor of the Prefecture concerned.

Law No. 57. — *Act respecting conciliation in labour disputes, dated April 8th, 1926 :*

If a labour dispute occurs in any of the undertakings for public transport by railway, tramway or vehicles propelled by steam, electricity or other motive power, the administrative authority may, in accordance with the request of any of the parties concerned, set up a conciliation board. This may also be done if the administrative authority deems it necessary, even if no request has been made by the parties concerned.

When a notice has been received in accordance with the provisions concerning a labour dispute, persons other than the employers and workers who are actually connected with the dispute and officers or clerks of the employers' or workers' organisations to which they belong shall not instigate or incite either their employees or the workers connected with the dispute until the conclusion of the conciliation procedure.

Law No. 34, concerning the minimum age for industrial employment, dated March 29th, 1923. The term "industry" for the purposes of this Act shall include the following undertakings : the transport of passengers or goods by road, railway, tramway, or inland waterway, excluding such transport as is mainly done by man-power.

1. Persons under 14 years of age shall not be employed in industry ; provided that this rule shall not apply to persons over 12 years of age who have finished the course at an elementary school. The provision of the preceding paragraph shall not apply to undertakings where only members of the same family are employed, or to the employment of children in industrial schools (technical schools) with the approval of the administrative authorities.

2. Where children under 16 years of age are employed in industry, the employer shall compile a register containing their names, addresses, dates of birth and details of school career, and keep it at the work-place ; provided that this rule shall not apply in cases where such registers are provided according to the Regulations under the Factory Act, or according to the Mining Act.

Road

Inland navigation

3. Any competent official may inspect the work-place or its annexes, for which purpose he shall be provided with official credentials.

4. Any person engaged in industry or intending to engage therein, or any employer, may request the person in charge of the census registration, or his substitute, to supply a certificate respecting the registration of any person engaged in industry or intending to engage therein. Any person who contravenes the provisions of Article 1 above shall be liable to a fine not exceeding 1,000 yen.

Any person who contravenes the provisions of Article 2 above or without reasonable cause refuses, prevents or evades inspection by a competent official, or fails to answer his questions or makes false statements, shall be liable to a fine not exceeding 500 yen.

Where the employer is a minor not possessing the same legal capacity as an adult in respect of his business, incompetent to act, or a body corporate, the penal provisions which would apply to the employer shall apply to the legal agents of such persons or the person who represents the body corporate according to the relevant Acts and Orders.

If a contravention of the provisions of this Act is committed by the employer's agent, the head or a member of his family, a person living in his household, one of his employees, or any other person engaged in his business, the employer shall not be exempt from penalty on the ground that the contravention was not committed by his order.

The provisions relating to the employer under this Act shall apply to the occupier of the factory, or to the manager if appointed, in the case of factories coming under the Factory Act, and to the holder of the mining rights, or the mine manager if appointed, in the case of the mining undertakings.

This Act, with the exception of the penal provisions, shall also apply in cases where a foreign State, a prefecture, a city, town or village, or any similar body, is the employer.

Imperial Ordinance No. 276, respecting the administration of the Act concerning the relief of workers in case of accident, dated November 27th, 1931.

Latvia

The hours of work are fixed by a special law, under which employees' work is classified as active, passive and effective. Active and passive work is calculated by means of a special co-efficient in terms of effective work, the total for which is 208 hours per month per person. The working-day for office staff must not exceed six hours.

The hours of work for the staff of motor-transport undertakings are governed by the general law, which is based on the principle of the eight-hour day.

The hours of work for the staff of inland navigation undertakings are not covered by the general law, the conditions of their work being determined by the special features of the several navigable waterways and by the means of transport in question.

Liechtenstein

As regards social legislation, the provisions of the Liechtenstein Law concerning the protection of workers applies, as well as the Federal Law concerning the weekly holiday of drivers of motor vehicles.

Lithuania

Railway employees are State officials and therefore subject to the same regime as other officials. State employees contribute 6% of their wages to the Pension Fund. Employees are pensionable after twenty-five years of service, or, in the event of 50% incapacitation,

The social regime in respect of employees of motor and water transport undertakings is regulated by the Ministry of the Interior.

	Railway	Road	Inland navigation
Norway (continued)		such action is considered necessary for the safety of traffic. No such rules have hitherto been issued, however.	
New Zealand	<p>In the main, the conditions of work, hours and wages are fixed in the same manner as in other businesses — <i>i.e.</i>, by awards and agreements under the Industrial Conciliation and Arbitration Act, 1925.</p> <p>The only statutory provisions peculiar to transport undertakings are Regulations laid down under the Transport Licensing Act for the control of driving-hours and wages of road services licensed under that Act and under the Motor Vehicles Act, 1924, for the control of driving-hours for trade motors.</p> <p>The Transport Licensing Act requires the keeping of time-books and also provides that, unless otherwise provided in the licence, the licensee shall pay every person employed by him to drive any goods-service or passenger-service vehicle used under the authority of such licence not less than the wages prescribed for such employee in any award or awards from time to time in force and made by the order of the arbitration court under the Industrial Conciliation and Arbitration Act, 1925. This condition applies in respect of all licences, whether or not the licensees or their employees are parties to such award or not.</p>		
Netherlands : Home Territory	The working-hours of employees are governed by the General Railway Regulations, in accordance with Article 27 of the Railway Act.	New regulations as regards hours of service and rest for professional drivers of motor vehicles are in preparation.	

The conditions of service must be authorised by the Minister of the "Waterstaat".

Hitherto, there have only been regulations for motor-coach drivers. [See Royal Decree of July 31st, 1881 (*Legal Gazette*, No. 121), recently modified by the Decree of August 13th, 1932 (*Legal Gazette*, No. 438.)]

The regulations for insurance against sickness, accidents and old age in all undertakings also apply to all transport undertakings.

**Netherlands
Indies**

The Director of Traffic and of the "Waterstaat" lays down general rules as regards hours of work and rest for categories of employees for whom he considers it necessary to fix such rules in the interests of the service and of traffic security. In fixing these rules, he may depart from the provisions on labour contracts contained in the Civil Code of the Netherlands Indies (first three paragraphs of Article 1602 *v*), on condition that the number of days of rest is not less than fifty-two per annum.

The manager of the railway company must submit his regulations on hours of work and rest, drawn up in conformity with the rules of the Director of Traffic and of the "Waterstaat", to that Director for approval.

If the manager of the railway company and the Director of Traffic and of the "Waterstaat" cannot agree whether regulations are necessary for a certain category of employees, or on the contents of the regulations, the matter shall be decided by the Governor-General.

Managers of railway companies may depart from the regulations regarding hours of rest and work drawn up by the Director of Traffic and of the "Waterstaat" or by the Governor-General if the exigencies of the service or the safety of the traffic require it, and if such departure could not have been prevented by other measures. Any such departure must be entered in a special register which must be sent monthly to the chief of the railway supervision service.

The Director of Traffic and of the "Waterstaat" may allow exceptions to the rules on hours of work and rest fixed by him or by the Governor-General.

Working-hours of public motor omnibus and lorry drivers may not exceed twelve hours a day. In special circumstances, the overseer may authorise work not exceeding twenty-four hours in two days. If, however, the two periods of service mentioned above have altogether exceeded twenty-four hours, the excess must be deducted from the allowable maximum of twenty-four hours.

Not more than two hours of rest may be deducted in calculating hours of work.

At least one hour must be allowed for a meal during working-hours.

During a working-day, drivers of public motor-omnibuses may not drive for more than eight hours. After driving for four consecutive hours, drivers must be given at least half an hour of rest. Drivers of public lorries may not drive more than ten hours during a working-day.

Drivers of public motor-coaches are entitled to at least two days of rest per month. For every ten days of work which the driver has missed owing to sickness or leave, one day of rest may be deducted.

The owner or user must post up in all garages, workshops and offices where he carries on his business, in a place accessible to the employees, the approved rules regarding working and rest hours in Dutch and in a native language comprehensible to all employees.

Inland navigation of no importance.

* * *

	Railway	Road	Inland navigation
Poland	<p>The conditions of employment of persons engaged in all kinds of transport undertakings are regulated by legislative provisions.</p> <p>In view of the exceptional importance to the public and the business community of railway communications, the labour of persons employed on the State Railways and on the private railways managed by the State Railways is regulated somewhat differently from the labour of persons engaged on private railways not managed by the State Railways, or in other transport undertakings.</p> <p>With the exception of persons employed under a labour contract, the service relations of the employees of the State Railways are regulated by special provisions. The relation is one of public law.</p> <p>Provisions exist dealing with safety measures and labour hygiene, the prevention and cure of occupational diseases, the work of young persons and women, and hours of employment. They are also applied in all the various forms of transport undertakings, but with certain modifications due to the nature of transport work. There are, in addition, provisions regarding holidays for persons engaged in industry and trade, labour tribunals, labour exchanges and unemployment insurance. These regulations apply to the personnel of transport undertakings also, with the exception of those members of the staff of the State Railways whose employment is governed by the rules of public law and who, in the above matters, are subject to special regulations.</p>	<p>In all forms of transport undertakings other than the State Railways, employment (engagement and discharge, ban on competition, remuneration of intellectual and manual workers) is regulated on a contractual basis (private law), but the terms cannot be less favourable than under the current provisions of the labour contract.</p>	
Roumania	<p>Railway personnel is governed by a special law — ("Statutes of the Roumanian Railway Personnel" and "Workers' and Artisans' Statutes") — which defines the rights and obligations of all railway personnel.</p>	<p>No information available.</p>	<p>The laws governing work in harbours and on board vessels are : Law for the Organisation of the Mercantile Marine ; Law for the Organisation of Labour in Harbours ; International Convention respecting Compulsory Medical Examination of Children and Young People in Employment ; Convention respecting Compensation for Unemployment resulting from Shipwreck ; Convention respecting the Minimum Age for the Employment of Young People as Trimmers or Stokers ; Law for the Protection of Women and Minors in Employment.</p>

Furthermore, work in harbours and on board ship is regulated by a series of general laws such as the Law on Social Insurance, the Law on Labour Contracts, the Law for the Settlement of Labour Disputes, etc.

Siam

There is no special legislation relating to labour regulations in transport undertakings.

Sweden

The law on the restriction of working-hours applies, with certain modifications, to service on the railways; for minors and workshop employees, the existing collective agreements apply.

According to the law, every workman, unless otherwise provided, is insured in the State Insurance Institution against injury resulting from industrial accidents. The Swedish Railwaymen's Union has also a collective accident insurance policy.

In the case of both State and private railways, there are special provisions according to which the staff receive certain wages during sickness and are granted cheap hospital treatment (the railway administration paying two-thirds of the cost). Special provisions are applicable to the State Railways in this respect.

As regards holidays, a fixed plan is followed in the State Railways. In the private railways, this question is settled in each individual case, a certain procedure being followed.

Pensions are paid to the staff of the State Railways in accordance with the usual State provisions regarding pensions to individuals and their families (the officials paying one-third of the cost of the pensions and the State two-thirds). A special Pension Fund has been started by the private railways, which pays out pensions to employees and their families. The private administrations, however, contribute considerably less to the pensions than the State.

The traffic permits provide that drivers on duty may not, as a rule, work for more than thirteen hours, including rests, out of twenty-four consecutive hours, but the authority granting the traffic permit may restrict the hours of work still further.

The driver of a motor-car in regular traffic must have obtained a special permit (driving licence) and have attained the age of 21 years.

In other respects, the same regulations as in other occupations are applicable *mutatis mutandis*.

The Shipping Law and subsidiary regulations contain provisions regarding hours of work, meals, sickness, etc. The provisions, to a great extent, follow those laid down internationally. The inspection of quarters on board coincides with the inspection of the vessels. Insurance against industrial accidents is provided for by law. There are legal provisions regarding the number of officers on board, but not regarding crews; the number of the crew is generally fixed in accordance with practice on the basis of agreements with the trade unions. In the case of disasters at sea, the owners have a certain obligation to pay compensation to the families of the victims.

Railway

Road

Inland navigation

Czechoslovakia

In all transport undertakings conducted on an industrial basis, the hours of effective work must not, in principle, exceed eight in the day and a maximum of forty-eight in the week. This rule also applies to undertakings managed by the State. The following exceptions to the general rule must, however, be noted :

In public transport undertakings, the normal daily hours may be exceeded for certain categories of workers wherever the employee is liable to have to remain for a longer period at his post (" on call "), without having to perform more than six hours of effective work in the day.

Transport undertakings are also empowered to take a four-week period as a basis for calculating hours of work, provided the total hours worked in that period do not exceed 192. Night-work is allowed in transport undertakings.

Special provisions exist for regulating the hours of drivers of motor vehicles.

Their effective hours must not, in principle, exceed eight in each period of twenty-four hours, or a maximum of forty-eight in the week. After five hours of continuous work at most, they must be given a rest period of at least fifteen minutes, and after three hours of continuous driving of a motor vehicle at most, a pause of ten to fifteen minutes. Driving is deemed to be continuous, even if stops have occurred, provided the latter do not exceed fifteen minutes altogether. Drivers must be granted once a week an unbroken rest period of thirty-two hours at least.

Drivers of motor vehicles employed at, and residing on, the employer's premises, and engaged for a period exceeding one month, or carrying out tasks of a personal character, must be granted twelve hours of rest in every twenty-four hours, of which eight at least must be continuous rest during the night and half an hour must coincide with the noon period. Departures from the night rest principle are only allowed in individual cases of paramount urgency occurring at irregular intervals. At least once in every week, drivers must be given an unbroken rest period of eighteen hours, which should generally cover Sunday. Work on Sunday must be compensated by an appropriate rest period during the week.

Suitable rest periods for drivers of motor vehicles belonging to the Czechoslovak State Railways undertaking are provided for by the Minister for Railways, after consultation with the workers' representatives (delegate committees) and in agreement with the Minister for Social Welfare in so far as the latter is called upon by the relevant legislation to collaborate with the Minister for Railways.

Turkey

The railways are governed by special legislation.

With regard to motor transport, there are no special laws. New regulations are in preparation.

No inland navigation.

**Union of Soviet
Socialist
Republics**

The hours of work and the leisure of workers in railway, motor and river transport undertakings are governed by law.

For workers in the three transport categories under consideration, the working-day is as follows :

Seven or eight hours for manual labourers ; a shorter working-day (six or seven hours) for workers occupied in particularly trying or unhealthy forms of labour ; six hours for intellectual workers and office-workers, and also for all workers between the ages of 16 and 18 ; four hours for adolescents between the ages of 14 and 16.

All workers without exception are allowed paid holidays.

In addition to the usual annual holiday of twelve to twenty-four working-days (without counting rest days), certain workers have extra holidays. Additional holidays for a period of twelve days are granted to workers in specially trying occupations, in particular : engine-drivers and assistant engine-drivers ; firemen on locomotives and stokers on board ship ; lorry and omnibus drivers.

Railway, motor and river transport workers who have been employed in the same undertaking for more than two years obtain three extra days of holiday each year.

In addition to the grants made in the case of temporary loss of working capacity, childbirth and burials and the pensions in case of the invalidity or death of the head of the family, transport workers have the right to old-age pensions independently of their working capacity.

Yugoslavia

No information available.

No information available.

No information available.

B. Possible Variations of the Regime described under " A ".

B. 1, 2, 3, 4 and 5.

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1. Does this regime depend on the length of the route and, if so, under what conditions? Does it apply solely to transport as from a certain distance and, if so, what distance?
2. Does it depend on the geographical situation of the route as compared [with the existing lines of other means of transport (routes competing with existing lines, routes feeding existing lines, etc.)] ?
3. Does it depend on the category or quantity of the goods carried by a given means of transport and, if so, what is this category or quantity? Are certain goods reserved for a given means of transport?
4. Does the regime also apply to transport for account of industrial or other undertakings effected by their own vehicles or boats?
5. Are there any other special conditions relative to the application of this regime?

	Railway	Road	Inland navigation
Union of South Africa	<ol style="list-style-type: none">1. Not applicable to railways.2. No.3. See replies to questionnaire on road transportation.4. All railway vehicles are the property of the State-owned organisation. In regard to other vehicles, see replies to questionnaire on road transportation.	<ol style="list-style-type: none">1. See reply to 2.2. Depends entirely on the geographical situation of the route in relation to rail or other routes over which transportation is being carried on. Due regard is had to the transportation requirements of the public along the route, wherever it is proposed to operate, and to the question whether those requirements are or can be satisfactorily met by existing transportation facilities.3. Vehicles engaged in motor carrier transportation may be restricted to the conveyance of particular class or classes of goods or passengers. See also reply to 4 and 5.4. "Motor carrier transportation" means the conveyance of any persons or any goods on any proclaimed transportation road by means of a motor vehicle :<ol style="list-style-type: none">(a) For reward, or(b) In the course of any industry, trade or business of whatever nature; or by means of a motor vehicle the use whereof has been obtained for reward.	No inland navigation.

The conveyance by traders and manufacturers of their own goods by means of their own vehicles is generally restricted to the magisterial district within which their place of business is situate. In certain urban areas, however, the radius is extended to include two or more adjoining districts. In the areas described, the Board or local board, as the case may be, shall grant exemption from the obligation to take out a motor carrier certificate. See also reply to 5.

5. No.

5. Exemption from the obligation to take out a motor carrier certificate shall also be granted :

(a) For the conveyance of goods within the Union of South Africa by one or more commercial travellers to some place or other to exhibit them, if such goods are not sold or offered for sale.

(b) For the conveyance of newspapers by means of a motor vehicle belonging to the publishers of such newspaper : within a radius of 200 miles from the place where such newspaper is published.

(c) For the conveyance by a building contractor of his own scaffolding and building plant, by means of a motor vehicle belonging to him : within a radius of 100 miles from his place of business.

(d) For the conveyance of goods which, in the opinion of the Board or local board concerned, must necessarily be conveyed by a motor vehicle, by their seller for delivery to their purchaser, or by their purchaser on their removal from the place where he purchased them, or by their owner to a place where he intends to sell, use or store them, by means of a motor vehicle belonging to such seller, purchaser or owner : within a radius of 100 miles from the place of such seller, purchaser or owner.

	Railway	Road	Inland navigation
Union of South Africa (continued)		(e) For the conveyance by an oil company of petrol in bulk by means of a motor vehicle belonging to such company and designed or intended for the conveyance of petrol in bulk : within a radius of thirty miles from a bulk petrol depot of an oil company.	
Argentine Republic	1, 2, 3, 4 and 5. No information.	1, 2, 3, 4 and 5. No information.	1, 2, 3, 4 and 5. No information.
Australia : Commonwealth	1, 2, 3, 4 and 5. The activities of the Commonwealth Railways are confined to transport by rail.		
	* * *		
Western Australia	1, 2, 3, 4 and 5. No information.	<p>1. There are no definite rules ; each case is treated on its merits, although, in many cases, distance is given consideration (<i>e.g.</i>, the operation of road vehicles is usually authorised up to 35 or 40 miles for transport of perishable goods). On the other hand, road transport is authorised to operate to and from areas remote from railway facilities, irrespective of distance.</p> <p>2. Geographical situation in comparison of existing services (<i>e.g.</i>, railways) is taken into consideration.</p> <p>3. The category and quantity of goods are considered, but there is no fixed rule. Certain perishable goods, such as milk and cream,</p>	There are no navigable waterways.

fruit, export lambs, are conveyed by road vehicles, but mainly to the nearest market or factory only.

4. No information.

5. There are no definite conditions. As stated above, each case is dealt with according to its particular circumstances.

* * *

**South
Australia**

1, 2, 3, 4 and 5. The Government policy with respect to road transport, outlined in reply to questions under "A", is not specifically set out in legislation. The machinery is provided by the Road and Railway Transport Act, but the policy is left always entirely to the discretion of the Transport Control Board. The policy that has been adopted is based both on a consideration of the interests of the State Railways, and also on the convenience and advantages of road transport. The main object of the Board is to prevent unnecessary duplication of transport and economic waste. Where the railway service is considered adequate, road transport for hire is not permitted, but permits are granted in special circumstances, such as the urgency of delivery, the unsuitability of the railway time-table, the perishable nature of the goods, and, in rare cases, such as contracts, the cost of transport. Goods services in competition with the railways are licensed for distances up to 25 miles, because of the facilities which motor transport offers for door-to-door delivery, with a minimum of handling, and the consequent cheaper cost.

In some instances where the railway route is circuitous, road transport by a direct road is permitted. Licences and permits are readily granted on controlled routes which feed the railways. Licensed carriers are prohibited from carrying certain heavy goods, such as wheat, artificial manures and firewood, which are carried by the railways at very cheap rates, and also wool, which is taken to the nearest railway-station. The Road and Railway Transport Act applies only to persons who carry goods for hire. The Board has no jurisdiction over persons who carry their own goods.

* * *

**New South
Wales**

1, 2, 3, 4 and 5. The application of the regime referred to in "A" depends upon the efficiency of the particular means of transport for the service required. This is determined by relation to the extent to which the Railways are able to perform the service both in respect of the geographical situation and the particular class of goods. The requirements apply to vehicles used by industrial or other undertakings in the course of trade or business.

The regime described under "A" is not subject to any of the reserves mentioned in points 1 to 5 of the questionnaire.

* * *

	Railway	Road	Inland navigation
Australia (continued): Queensland	<p>1. The application of the provisions of the State Transport Act does not depend on the length of the route, but goods vehicles running on routes parallel to the railway system in excess of a distance of 15 miles from the point of commencement come within the ambit of the regulations.</p> <p>Where the route is short, however, or where vehicles are only operating to a limited time-table or where there are other special circumstances, fees less than the maximum fees are fixed by the State Transport Board.</p> <p>2, 4 and 5. See exemptions in answer to points A.1 (a) and (b), page 12.</p> <p>3. The regime described under "A" does not depend either on the category or the quantity of the goods carried. No goods are reserved for any given means of transport.</p>		There is no inland navigation.
		* * *	
Tasmania	1, 2, 3, 4 and 5. No information.	<p>1. In addition to the exceptions described in answer to points A.1 (a) and (b), page 15, the following provisions are also in force :</p> <p>A passenger vehicle may be licensed as a cab (a vehicle which plies for hire in the street and seats not more than seven persons), a coach (a vehicle which is used to conduct a regular service between two points at separate fares), a hire car (a hire car is a vehicle which seats not more than seven persons and does not ply for hire in the street or is not used to conduct a regular service), or omnibus (a vehicle which seats more than seven persons and is not used to conduct a regular service between any two points).</p> <p>Goods-carrying vehicles may be licensed as a van (a vehicle which plies for hire in the street), cart (a vehicle which does not ply for hire in the street or is not used to conduct a service between two extreme points), or carrier (a vehicle used to conduct a goods transport service between two extreme points).</p>	1, 2, 3, 4 and 5. No information.

Cabs, carts, omnibuses and vans are licensed for use in one way traffic area only. Coaches and carriers are licensed for use on a specified route. Hire-cars may be licensed for one way traffic area or for the whole State.

Traffic areas are defined in the following manner : Certain railway lines are selected as being essential to any system of transport, and the areas are so defined from a knowledge of local conditions that the use of a vehicle in one area is only reasonable competition with such essential lines. Each vehicle is required always to keep affixed a licence-plate and area-plate issued by the Department. These plates provide a ready means of checking 95% of all transport without inquisitorial inspection and permit the owners to use their vehicle within the limits allowed by their area with full freedom, unless some special condition is attached to the licence. This sorts out the remaining 5%, which compete with the essential railway services, for special consideration.

Coaches and carriers require to carry licence-plates and route-boards. Permits for the use of vehicles outside the area for which they are licensed are issued on payment of $8\frac{1}{3}\%$ of all fares or freights chargeable for the journey. Such permits are issued when suitable or sufficient rail service, or public vehicles licensed for the route, are not available.

Applications for vehicles to run in more than one traffic area are dealt with on the merits of each case. Coaches are licensed where train services are unsuitable, to provide additional services at times or over areas not adequately served by railways, or as alternative means of

	Railway	Road	Inland navigation
Australia (continued): Tasmania (continued)		<p>transport in the public interest. Fares and time-tables are fixed in such cases, and the passenger and freight tax, as previously mentioned, is collected.</p> <p>2 and 3. No information.</p> <p>4. Vehicles used for industrial or other undertakings carrying their own goods are not subject to licensing.</p> <p>5. No information.</p>	
		* * *	
Victoria	Questions 1 to 5 apparently do not relate to the Railways of the State.	1, 2, 3, 4 and 5. No information.	Inland navigation of no importance.
Austria	<p>1, 2, 3 and 5. The regime described under "A" is subject only to the reservations mentioned below under point 4.</p> <p>4. Private lines built by undertakings for their own account only (industrial lines) are also subject to the approval of the public authorities. Motor transport for the account of industrial undertakings is not, in general, subject to any special authorisation; it requires an authorisation from the Federal Ministry of Commerce and Communications, however, in the case of communications adequately ensured by a public railways undertaking, if the distance covered exceeds 100 kilometres measured from the usual parking-place of the vehicle.</p> <p>The regime described under "A" is also applied, <i>mutatis mutandis</i>, to private railways and to transport carried out for industrial and other undertakings by motor vehicles or vessels belonging to such undertakings.</p>		
Belgium¹	<p>1. The length of the route does not affect the regime except in the case of the carriage of goods by road.</p> <p>2, 3, 4 and 5. No information.</p>	<p>As regards the carriage of goods by road, the following are not, in fact, subject to authorisation, and must simply be provided with a "transport plate" and "transport certificate":</p> <p>Transport within the precincts of maritime or river ports — viz., transport from or to</p>	1, 2, 3, 4 and 5. No information.

¹ See A.1 (a) and (b), page 18.

quays and warehouses, shops and yards in the ports, provided that the length of the route does not exceed 15 kilometres in a direct line in the case of maritime ports, and 10 kilometres in the case of river ports ;

Short distance transport — viz., transport within a radius of 10 kilometres from the centre of the commune in which the carrier's headquarters are situated.

2. Decisions as to the approval or rejection of any new means of transport depend mainly on public utility. New proposals are usually rejected when the existing public transport services are adequate for traffic requirements on the routes on which the proposed transport service would operate.

3. Cases of this kind occur only in connection with the regulations on the carriage of goods by motor vehicle, which do not cover the following :

The carriage of postal telegrams and postal parcels ;

The transport of corpses ;

Occasional transport in an emergency ;

Transport by means of :

Private motor-cars ;

Industrial chassis certified for the transport of persons ;

Two-wheeled self-propelling vehicles, including motor-cycles, and three-wheeled self-propelling vehicles the tare of which does not exceed 350 kilogrammes ;

Trailers or side-cars drawn by the vehicles specified in the preceding paragraph.

4. The regulations do not cover the following :

The carriage of goods by motor vehicle, if the carrier can prove that the goods transported are his own property, or goods for the purpose of his trade, industry or undertaking ;

	Railway	Road	Inland navigation
Belgium (continued)		<p>Motor-bus or motor-coach services arranged by an employer for the sole use of his staff or family.</p> <p>5. In an emergency, or when there is a need for an occasional goods service by road which cannot normally be provided under existing authorisations, a special authorisation may be issued, valid solely for the carriage of the goods in question and for a period fixed in each particular case.</p> <p>In this connection, motor-bus and motor-coach services organised on account of unforeseen events, or to make up for the temporary inadequacy or provisional or accidental suspension of public transport services, are not covered by the legislation on passenger transport by road.</p>	
Brazil	1, 2, 3, 4 and 5. There are no reservations to be made as regards the regime described under "A"; it is in general application throughout the country and for all land routes open to public traffic, whatever the quantity of the traffic.	1, 2, 3, 4 and 5. The regime governing road transport does not depend on the length of the route, the nature of the transport, or on any other factor.	1, 2, 3, 4 and 5. The regime described under "A" is not subject to any of the reservations mentioned in points 1 to 5 of the questionnaire.
United Kingdom	1, 3 and 4. The regime described under "A" is only subject to the reservations indicated in points 2 and 5 below.	1. <i>Passenger services.</i> — The route on which, and the conditions under which, a service of stage or express carriages is to be operated is left to the discretion of the Traffic Commissioners, who are required to have regard to certain considerations, such as the suitability of the route, the extent to which the service is necessary or desirable in the public interest, the extent to which the needs of the proposed route are already adequately served, and the co-ordination of all forms of passenger transport,	1. The regime is applicable to all undertakings, irrespective of length.

including transport by rail. There is no such control over the operation of contract carriages.

Goods services. — There is no control over the length of route operated by goods vehicles, except that vehicles operated under “B” licences may, in the discretion of the area licensing authorities, be restricted as to their use for the carriage of goods for hire or reward.

2. Existing operators have the right to be heard in opposition to applications for the authorisation of new railways.

Tramways. — Existing operators have the right to be heard in opposition to applications for the authorisation of new routes.

2. *Passenger services.* — The Traffic Commissioners are empowered to decide if, in view of the geographical situation of the route as compared with the existing lines of other means of transport, it is necessary to make variations. In such a case, the considerations mentioned in point 1 above are to be borne in mind.

Goods services. — When deciding whether or not to grant “A” and “B” carriers licences in so far as they authorise the carriage of goods for hire or reward, the licensing authorities are required to have regard primarily to the interests of the public generally, including those of persons requiring as well as those of persons providing facilities for transport. They are also required to take into consideration any objections which may be made by persons who are already providing facilities, whether by means of road transport or any other kind of transport, for the carriage of goods for hire or reward in the district, or between the places which the applicant intends to serve.

3. The first part of this question is covered by the answers to 1 and 2 above. There is no reservation of particular classes of goods to a particular means of transport.

4. The carriage of goods in connection with the class trade or business requires the vehicle to be authorised under a “B” or “C” licence. There is no restriction on the extent to which vehicles may be used for this purpose.

2, 3 and 4. No information.

	Railway	Road	Inland navigation
United Kingdom (continued)	5. <i>Railways, tramways and trolley vehicles.</i> — Operation is subject to the observance of regulations made by the Minister of Transport for securing the safety of the public and for regulating the use of electrical power.	5. <i>Passenger vehicles.</i> — There are no other special conditions of importance, but as respects services of stage or express carriages the Traffic Commissioners can attach to the road service licence such conditions as they may think desirable to ensure the safety and convenience of the public. <i>Goods vehicles.</i> — The system of carriers licences has been utilised as an additional means of enforcing certain safety regulations such as those relating to the speed of vehicles and the maximum hours of driving. For this purpose, the operators of goods vehicles are required to keep records of drivers' hours, of journeys performed and of goods carried, including the maximum weight of goods at any one time.	5. There are no special conditions relative to the application of the regime described under "A".
Bulgaria	The regime described under "A" does not depend on any of the reservations mentioned in points 1 to 5 of the questionnaire.	The regime described under "A" does not depend on any of the reservations mentioned in points 1 to 5 of the questionnaire.	No information.
Canada	1. Many freight rates are related to distance. Some rates are issued to meet the competition of other services; in this case, mileage is often disregarded. 2. The regime described under "A" depends on the geographical situation of the route as compared with the existing lines of other means of transport; geographical location does have a bearing on rates; for example, freight rates and passenger fares in British Columbia are, generally, higher than in other parts of Canada. 3. The regime described under "A" depends on the category and the quantity of goods	The regime described under "A" does not depend on any of the reservations mentioned in points 1 to 5 of the questionnaire. It does not, however, apply to transport made for account of industrial or other undertakings effected by their own vehicles, but it is under consideration in some provinces.	The regime described under "A" does not depend on any of the reservations mentioned in points 1 to 5 of the questionnaire. Transport by water is subject to the conditions of the Canadian Shipping Act and of the Water Carriage of Goods Act.

transported. Freight rates often depend on the class established by the Canadian Freight Classification and also are generally higher for less than car-load than for car-load quantities. In the past, practically no commodity rates were established for less than car-load business, but, owing to the competition of trucks in recent years, some modification of this general rule has been necessary.

4. The regime applies also to transport for account of industrial or other undertakings effected by their own vehicles.

5. There are no special conditions relative to the application of the regime described under "A".

China

1. As the Railways are governed by law and by the railway regulations, the regime cannot vary according to the length of the route.

2. Nevertheless, in order to maintain fair competition and facilitate the joint development of certain routes owing to their special geographical situation, the companies are allowed either to fix special tariffs or to co-ordinate their transport with river, road or air transport companies.

3. Special tariffs may be granted for the transport of goods of national economic importance, provided that the carriage of a specified quantity of such goods is guaranteed each year.

Up to the present, no goods have been reserved for a given means of transport.

4. The Ministry of Railways has no supervisory powers over vehicles or boats belonging to private individuals.

Private individuals or companies may, however, provided they comply with the "Regulations for Private Railways", open railway lines for their agricultural, industrial or mining undertakings, such railways being placed under the direction and control of the Ministry of

The regime described under "A" does not depend on any of the reservations mentioned in points 1 to 5 of the questionnaire. However, as regards point 2, see answer given opposite for railways.

The regime described under "A" does not depend on any of the reservations mentioned in points 1 to 5 of the questionnaire. However, as regards point 2, see answer given opposite for railways.

4. This regime is also applicable to transport effected for account of industrial undertakings by their own means for purposes of gain.

	Railway	Road	Inland navigation
China (continued)	<p>Railways. Under the "Regulations for the Operation and Repair of Private Branch Lines connected with the State Railways", the construction of such branch lines for private use is also allowed. These branch lines are likewise placed under the direction and control of the Ministry. The railways and branch lines in question may be used only for the purposes for which they are intended.</p> <p>5. The organisation and administration of private and public railways which are not State owned are under the supervision of the Ministry of Railways, while the State Railways are under the direct authority of that Ministry.</p>		
Ecuador	<p>1, 2 and 3. There are no variations of the regime described above. The rates for motor-coaches, motor-omnibuses and steamships vary according to distance, due account being taken of competition and the requirements of trade. There are special regulations governing the carriage of certain goods — e.g., explosives, inflammable substances, etc., capable of causing damage that may increase the consignor's risks.</p> <p>4. The transport regime in force applies alike to State undertakings and to private undertakings of every description.</p> <p>5. There are no other special conditions worth mentioning relative to the application of this regime.</p>		
Estonia	<p>1, 2, 3 and 5. The regime described under "A" is only subject to the reservations described in point 4 below.</p> <p>4. On a railway line belonging to a factory, the transport of the factory's goods is free.</p>	<p>4. Industrial and commercial undertakings do not need an authorisation to transport their goods by their own means of transport.</p>	<p>4. The regime does not apply to transport effected by industrial and commercial undertakings by their own means.</p>
United States of America	<p>1. Certificates of convenience and necessity to construct and operate a system of transport are not limited by law to a given length of route, but the definitive certificates usually specify the terminals between which the route is to extend.</p> <p>2. Competition with existing lines and potential volume of traffic to be delivered to connecting lines are elements that may be considered in connection with an application for a certificate.</p> <p>3. There is no limit on the kind or quantity of goods that may be carried by a given means of transport.</p> <p>4. Generally, the industries may effect transport of their own goods in their own vehicles without being subject to common carrier regulation if they do not serve the public. Such private carriers may be subjected to some safety measures as provided in the Motor-carrier Act of 1935.</p> <p>5. A distinction is made between inter-State commerce subject to Federal regulation and intra-State commerce subject to State regulation, but in case of conflict, the former takes precedence over the latter.</p>		

Finland

1, 2, 3 and 5. The regime described under "A" is only subject to the reservation mentioned under 4 below.

4. There are no special provisions on this point; anyone is free to transport his own goods.

1. The regime depends on the length of the route to the extent that the granting of licences for local services differs from that for long-distance services. Licences for regular long-distance services are granted by the Ministry of Communications, and those for regular local services by the prefects of police. A local service is one of less than 30 kilometres.

2, 3 and 5. The regime described under "A" is only subject to the reservations indicated in points 1 and 4.

4. This kind of transport is free from all regulation.

1, 2, 3, 4 and 5. No information.

France

1. The regime described under "A" is applied regardless of the route.

2. The regime described under "A" does not depend on the geographical situation of the route. In its application, the need of converting competition between the various means of transport into co-operation, particularly as regards tariffs, is borne in mind, traffic being reserved for the means of transport to which it is best adapted, while as complete a collaboration as possible is encouraged between the main existing lines of transport and the services connecting with those lines.

3. See under "Inland navigation".

3. A provision on road services similar to that contained in the adjoining column "Inland navigation" has been temporarily introduced by the decrees for the co-ordination of railway and road transport. Pending such co-ordination, no new public service may be established. All services operating on April 21st, 1934, have had to be reported, a new record has been made of their vehicles and, for the time being, the amount of traffic is restricted to what it was before that date.

3. In order to reserve "miscellaneous goods" as far as possible for the railways, their transport by water requires preliminary authorisation from the Minister of Public Works. Such transport can only be effected by undertakings, companies or boatmen having effected such transport in 1932 and 1933 and only to the same amount (Decree of September 21st, 1934).

4. No information available.

4. Road and water transport effected by an industrial or commercial undertaking by means of its own vehicles or boats, for the purpose of transporting its personnel or goods belonging to it or forming part of its commerce, industry or services, are not governed by the public transport regime.

5. There are no other special conditions relative to the application of the regime described under "A".

Greece

1, 2 and 3. The co-ordinating regime does not depend on the length of the route, the geographical situation, the route, the category or quantity of the goods carried. It is based on the needs which have made themselves felt during the period of competition. In certain respects, co-operation is provided for on routes which feed railway lines; and in other respects, on parallel routes. Co-operation is organised by the State according to the requirements of traffic and communications in the country. No goods are reserved for any given means of transport.

4. Industrial undertakings in Greece are not sufficiently developed to possess private means of transport for their own traffic.

5. There are no other special conditions relative to the application of the regime described under "A".

	Railway	Road	Inland navigation
Hungary	1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservations. There are no special regulations.		
India	1, 2 and 3. Save as explained thereunder, the regime described under "A" does not depend on the length of the route. 4. No information.	4. In so far as the question whether the regime applies to transport for account of industrial or other undertakings effected by their own vehicles or boats is concerned, see under A.1 (a) and (b), page 25.	
	5. State Railways are owned by, and other railways controlled by, the central Government. With minor exceptions, road and inland waterways and the control of road and inland water transport are the concerns of provincial and State Governments.		
Ireland	1, 2, 3, 4 and 5. The regime described under "A" is of general application.	1, 2, 3, 4 and 5. In the case of road transport, the regime described under "A" is not applicable to such business operated in "exempted areas" — <i>i.e.</i> , circular areas of 10 or 15 miles radius around the more important cities and towns — as specified in the Road Transport Act, 1933. The regime does not apply to transport of goods by the owners of such goods in vehicles or boats owned by them. Apart from these exceptions quoted above under "Road" and "Inland navigation", there are no exceptions from the application of the regime described under "A", for reasons of geographical situation of the route, category or quantity of goods, or purpose for which the goods are intended.	1, 2, 3, 4 and 5. In the case of canals, the regime described under "A" is of general application.
Iceland	1, 2, 3, 4 and 5. No.		
Japan	1, 2, 3 and 5. The regime described under "A" depends on the reservation mentioned under point 4 below. 4. There are special regulations for transport effected for account of industrial undertakings by their own means.	1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservation.	1, 2 and 3. The regime described under "A" depends only on the reservation shown under point 4 below. 4. With a few exceptions, the regime described under "A" does not apply to transport for account of industrial undertakings effected by their own means. 5. No information.
Latvia	1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservation.		
Liechtenstein	No information.		

Lithuania

1, 2, 3 and 5. The regime described under "A" depends only on the reservation indicated under point 4 below.

4. If rail transport is effected by services other than those of the railways, the above regime does not apply; it does, however, apply to transport effected in private trucks by the usual railway services.

1, 2, 3 and 5. This regime does not depend either on the length or on the geographical situation of the route; taxation is based on turnover — that is, on the number of passengers and the quantity of goods carried.

4. The operating tax on motor vehicles for personal or business use is 50% of the standard tax.

Luxemburg

1, 2, 3 and 5. The regime described under "A" depends only on the reservation shown under point 4 below.

4. The regime described under "A" applies to public railways, but not to private railway transport operated by industrial undertakings.

1, 2 and 5. The regime described under "A" depends only on the reservations shown under points 3 and 4 below.

3. The transport of goods by road is not regulated. The Traffic Code merely limits to 140 kilogrammes the useful load per centimetre of tyre width.

4. The transport of goods by roads is not regulated.

Inland navigation of no importance.

Monaco

See A.1 (a) and (b), page 27.

Norway

1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservation.

1. The regime described under "A" does not depend on the length of the route.

2. When called upon to decide whether an authorisation for the circulation of motor vehicles should be granted, in cases where such an authorisation is required (see A.1 (b), page 28), the competent authority must take into consideration the interests of the other means of communication on the same or on adjacent routes.

3. In taking a decision as mentioned in the previous paragraph, the competent authority may lay down complete or partial limits regarding the categories and quantities which may be carried in virtue of the authorisation — for example, the limitation of transport to passengers only, to goods only or to certain categories or quantities of goods.

4. The regime does not apply to transport for account of undertakings effected by their own means.

Inland navigation of small importance.

	Railway	Road	Inland navigation
Norway (continued)		5. In taking the decisions provided for in point 2, the competent authority may also make the authorisation subject to conditions other than those already mentioned — for example, conditions regarding the number of vehicles which may be used and the number of journeys which may be made in a given time in the case of an authorisation to establish a regular service.	
New Zealand	1, 2, 4 and 5. No information.	<p>1. The question of distance is only significant in the following cases :</p> <p><i>Town-carriers.</i> — Carriers operating entirely within a borough, city or town area do not require a licence under the Transport Licensing Act, but obtain a “plying-for-hire” licence from the local authority. Their operations are restricted to an “exempted area” which is : In the four main centres, a defined area, in boroughs of 6,000 population and over, within a radius of 6 miles from the chief Post Office, and in other boroughs, within the borough boundaries.</p> <p><i>Taxis.</i> — These obtain a plying-for-hire licence from the respective local authorities, and do not require a transport licence except in such instances as they desire to run a regular service and charge separate fares.</p> <p>2. <i>Road transport goods licences in relation to railway lines.</i> — There are two types of goods service licences, route licences and area licences.</p>	Inland navigation of no importance.

Route licences. — In the past, road route licences have been granted to services in direct competition with the railway lines if considered necessary and desirable. The Government Railways are now considering the purchase of these services from the private operator.

Area licences. — To provide a measure of protection to the railways, road area licences are restricted to carrying goods in competition with the railway for distances in excess of 30 miles, except for certain classes of goods which it is considered the road operator can handle to better advantage than the railway.

Road passenger services in relation to railway lines. — Where considered necessary and desirable, passenger services have been granted in competition with railway lines. Here the Railway Department has already purchased some of the road passenger services in competition with the railways, and an extension of this policy is possible.

Road goods services in relation to each other. — Before a new licence is granted, the Transport Licensing Authority must consider the adequacy or otherwise of the existing services and whether it is in the public interest to grant another licence over that route or area.

Road passenger services in relation to each other. — It is not usual to grant two licences over the same route, it being the Departmental policy to establish a controlled monopoly over all passenger road routes. Where two licensees operate over the same route, their time-tables are co-ordinated.

3. The licensing system exempts only the carriage of newspapers. No classes of goods are reserved for a particular means of transport otherwise than is caused by the application of the "30-mile limit". (See "Road", 2, above.)

	Railway	Road	Inland navigation
New Zealand (continued)		<p>4. There is no control on truck owners carrying their own goods, although provision is made for the declaration by the Minister of Transport of any such service as a goods service subject to licensing under the Transport Licensing Act. This power has not yet been exercised and is reserved for border-line cases where the truck operator is endeavouring to avoid the provisions of the Act.</p> <p>5. There is a right of appeal for operators or applicants for licences to the Minister of Transport against the decision of the licensing authority.</p>	
Netherlands : Home Territory	1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservation.	1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservation.	1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservation.
		* * *	
Netherlands Indies	1, 2, 3, 4 and 5. The regime described under "A" does not depend on any reservation.	<p>1, 3 and 5. The regime described under "A" depends only on the reservations shown in points 2 and 4 below.</p> <p>2. An authorisation may be refused if the extension of the means of transport would be liable to cause economic difficulties.</p> <p>4. Private lorries with a total authorised weight in excess of 200 kilogrammes, and public motor-omnibuses constructed so as to carry over 1,000 kilogrammes of goods, do not, as a rule, require an authorisation. Nevertheless, such lorries and omnibuses require an authorisation to travel on routes on which, owing to the number of transport undertakings, the travelling of private lorries and omnibuses would involve serious economic difficulties.</p> <p>Authorisation may not be refused if the applicant proves that refusal would cause serious damage to his undertaking.</p>	Inland navigation of no importance.

Poland

1 and 2. No information.

1 and 2. Concessions are required for the commercial transport of passengers and goods by motor vehicles irrespective of the length of the route (distance) covered by the transport, except in the case of commercial transport of goods by motor vehicles in the territory of a single commune, for which no concession is required.

Transport policy aims at apportioning commercial services by motor vehicles in such a way as to serve those routes also which are inadequately served by other means of communication, and so that the motor service links up with other means of communications (feeder lines). On routes served by the railway, no obstacles are offered to the creation of a commercial motor service. Only in the case of long-distance traffic routes served by the railway is a certain limitation placed on the amount of the tonnage of the motor-lorries, with a view to co-ordinating the operation of existing traffic facilities. The above restrictions, however, are only applied on a few traffic routes.

3. The transport of certain goods is not reserved for particular means of transport, nor do certain means of transport have a given quantity of goods fixed as the only amount which they can transport (regulation of the quantity of goods transported).

4. No transport restrictions are imposed on industrial or commercial undertakings or on agricultural and forestry enterprises effecting transport solely for their own requirements and with their own means of transport.

5. No information.

5. No information.

5. No information.

Roumania

1. Tariffs are generally fixed according to the kilometric distance, the minimum distance being 5 kilometres.

2. A very small number of special tariffs exist to fight competition from other means of transport.

3. Tariffs are fixed, as regards the quantities of goods carried, by dividing the different transport rates into three categories : under 5,000 kilogrammes, from 5,000 to 10,000 kilogrammes, and over 10,000 kilogrammes.

1, 2, 3, 4 and 5. No information.

1. There are no conditions as regards the distance traversed.

2. The regime under "A" applies to all Roumanian waterways. There is no competition between railways, road transport and inland shipping.

3. The regime is the same for all categories and quantities of goods.

Explosives and inflammable material transported in accordance with the conditions provided in the International Police and Navigation Regulations constitute an exception.

	Railway	Road	Inland navigation
Roumania (continued)	<p>4. There are at present special station tariffs for industrial transport firms encouraged by the law for the purpose of developing national industries.</p> <p>5. No information.</p>		<p>Certain categories of goods, in particular those which are cheap and fairly heavy, are usually sent by water, but there are no special regulations governing the matter.</p> <p>4. The same regime is applied in the case of transport effected by shipping companies and transport effected by the undertakings concerned with their own boats.</p> <p>5. There are no other special conditions relative to the application of this regime.</p>
Siam	<p>1, 3 and 5. The regime described under "A" depends only on the reservations indicated in points 2 and 4 below.</p> <p>2. Account is taken of the geographical situation of the route as compared with the existing lines of other means of transport, in deciding upon concessions.</p> <p>4. The regime also applies to transport for account of industrial or other undertakings effected by their own means.</p>	<p>1. Omnibuses pay a route licence fee by the kilometre according to road classes, of which there are three. Above 50 kilometres there is a reduction of charge to a descending scale.</p> <p>2, 3 and 5. The regime described under "A" depends only on the reservations shown in points 1 (above) and 4 (below).</p>	<p>1, 2, 3 and 5. The regime described under "A" depends only on the reservation mentioned in point 4 below.</p>
Sweden	<p>1 and 2. The regime described under "A" depends only on the reservations shown in points 3 and 4 below.</p>	<p>1 and 2. The regime described under "A" depends only on the reservations shown in points 3 and 4 below.</p>	<p>1. The provisions regarding the duties and number of the officers and the hours of work depend on the length and geographical situation of the route. These factors also influence the number of persons which the vessel is entitled to carry and various technical details (number of lifeboats, height of the freeboard, etc.), as well as the safety regulations. There cannot be said to be any minimum distance. As a rule, all the above provisions and regulations become stricter in proportion to the length of the route and the responsibility of the work.</p>

2. The regime described under "A" does not depend on the geographical situation of the route as compared with the existing lines of other means of transport.

3. The regime described under "A" does not depend on the category or quantity of the goods carried. There are, however, special safety regulations for the transport of inflammable oils, explosives, etc.

4. No concession is required in the case of a railway built on entirely private property for private traffic.

All the social legislation and regulations regarding liability are, however, applicable to such railways (industrial railways, etc.).

5. No information.

4. The provisions given above under A.1 (b) and 1 (e), pages 32 and 67, regarding drivers' licences, registration and first inspection, etc., apply without change to such motor vehicles; in such cases, however, the subsequent inspection is not required.

5. No information.

4. There is practically no difference in the provisions, other than in respect of those regulating the relationship between the ship-owner and the shipper.

5. The provisions of the Shipping Law regarding the duties of the officers and technical details in respect of the vessel, etc., are supplemented by a number of detailed administrative regulations.

Czechoslovakia

1, 2, 3, 4 and 5. No information.

1. All kinds of public transport undertakings are subject to control, whatever the area of the district served. In so far as irregular goods transport is concerned, this can only be allowed within a definite area; the size of the area is in inverse proportion to the tonnage of the vehicle. For certain categories of goods, a larger area is exceptionally allowed.

2. Only indirectly. Account is taken of the geographical situation of the route in relation to the railway system when considering requests for a reduction of the tax on the price of tickets in mass passenger transport. This tax is fixed at 20%, but may be reduced to 10% if the railway authorities raise no objection. The latter naturally refuse their consent in cases where the route competes with the railway.

3. The nature of the goods is taken into account in regard to the extent of the area for which a concession is granted for the purpose of the irregular (professional) transport of goods (cf. reply under 1 above). The quantity of the

1, 2, 3, 4 and 5. No information.

	Railway	Road	Inland navigation
Czechoslovakia (continued)		<p>goods carried is not a directly decisive factor, but has an indirect bearing on the question, since vehicles are dealt with according to their tonnage.</p> <p>4. The system described under "A" does not apply to this kind of transport. However, transport on behalf of industrial or other undertakings, in their own vehicles or boats, is governed indirectly by fiscal provisions; the undertaking concerned only pays a tax imposed on motor vehicles at a reduced rate, if it comes to an agreement with the railway authorities regarding the use of its vehicles.</p> <p>5. There are no other special conditions relative to the application of the regime described under "A".</p>	
Turkey	1, 2, 3, 4 and 5. At present there are no reservations to the regime described under "A".	1, 2, 3, 4 and 5. at present there are no reservations to the regime described under "A".	No inland navigation.
Union of Soviet Socialist Republics	1, 2, 3, 4 and 5. The railway Statutes and the regulations and tariffs published in consequence of those Statutes are applied to the whole railway system in the Union of Soviet Socialist Republics. Exceptions are made as regards new construction, the liability of which for the goods they transport is limited, branch lines used by industrial undertakings (not open to the public) and local tariffs.	1, 2, 3, 4 and 5. No information.	<p>1, 2, 3, 4 and 5. Ferries of local interest are the concern of the local Soviets of workers' representatives; the ferry-boats may be used only for conveying passengers and goods from one bank to another and may not be moored outside a specified area.</p> <p>State organisations and co-operative organisations may only possess the boats necessary for the internal needs of their production (e.g., for work in outer harbours, naphtha pumping, etc.) by a special order from the Soviet Government or by authorisation from the People's Commissariat for Water Transport.</p>

Yugoslavia

1, 2, 3, 4 and 5. No information.

1. The regime described under "A" does not depend on the length of the transport route.

2. Competing routes parallel to existing railway lines are not authorised.

3. This regime does not depend on the category or quantity of the goods carried, as motor transport is authorised only to places and on roads where no railway communications exist.

4. The regime described under "A" does not apply to transport effected for account of industrial or other undertakings by their own means. Industrial undertakings are free to convey goods (sold or bought) by their own means of transport.

5. There are no other special conditions relative to the application of the regime described under "A".

1, 2, 3, 4 and 5. No information.

C. *Measures taken to co-ordinate the Various Means of Transport.*

C. 1, 2, 3, 4 and 5.

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1. *Have the public authorities taken any action with a view to the rational co-ordination of transport? If so, on what principles are these measures based?*
2. *Have any attempts been made to distribute traffic apart from the measures adopted to ensure safety and smooth operation?*
3. *Have any attempts been made, prior to administrative action, to promote agreements between the various means of transport, or has the administration taken direct action?*
4. *What results have been obtained up to the present?*
5. *Are there any special measures for facilitating transport co-ordination, such as:*
 - (a) *Through rates for combined transport by the various means of transport under consideration and, if so, what are they?*
 - (b) *Through tickets and waybills for these various means of transport?*
 - (c) *Special rates on certain routes covered by one means of transport with a view to procuring traffic for another means of transport (for instance, special railway rates to river ports, etc.)?*
 - (d) *Agreements in other forms between the various means of transport and, if so, on what bases?*

	Railway	Road	Inland navigation
Union of South Africa	1, 2, 3, 4 and 5. See replies to questionnaire on road transport.	<p>1. In determining whether any application for a motor-carrier certificate or for the renewal or amendment of such certificate shall be granted or refused, consideration is given to the question whether the transport to which the application relates will adversely affect or assist other transport facilities and whether it can be co-ordinated in a manner which is economically sound and advantageous to the public.</p> <p>It is the policy to co-ordinate State owned transport services.</p> <p>2. Road motor transport is, as far as possible, restricted to act as a feeder service to the railways in order to eliminate wasteful competition. Conveyance by road motor transport is, however, authorised where, in the opinion of the Board or local board, goods must necessarily be transported by road.</p>	1, 2, 3, 4 and 5. No inland navigation.

3. No attempts to promote agreements have been made prior or subsequent to administrative action.

4. This question does not apply to this case.

5 (a) Combined rail and road fares and rates apply in respect of services operated by the State owned railways.

(b) Through tickets, waybills, etc., are issued on services described in (a).

(c) No special rates are granted.

(d) Co-operation between the railways, local authorities and other operators is encouraged as far as possible, although no agreements exist.

Argentine Republic

1. Public authorities have taken action with a view to the rational co-ordination of transport. (There are no details as regards the nature of this action.)

2, 3, 4 and 5 (a), (b) and (c) No information available. 2, 3, 4 and 5. No information available. 2, 3, 4 and 5. No information available.

5 (d) See under " Railways ", A.1 (h), page 84.

Australia: Commonwealth

1, 2, 3, 4 and 5. As mentioned in the answer A.1 (f), owing to the country through which the Commonwealth Railways pass being sparsely settled — in the Northern Territory there is 1 mile of railway to every 10.5 white inhabitants — competition by road is almost negligible; and there are no inland waterways competitive with the railways. The competition by road is confined to a comparatively small amount of high-class goods traffic (wool, petrol and station supplies) carried by motor-trucks between Port Augusta and a few pastoral stations, and there is a small amount of passenger motor competition with the Commonwealth Railways between Port Augusta and Quorn, 25 miles away.

With regard to the competition by motor-trucks between Port Augusta and the pastoral stations, the area concerned is in the State of South Australia and comes within the legislation of that State. Efforts have been made to have the roads used by the motor-trucks declared by the South Australian Control Board as " controlled routes " (in accordance with the South Australian Road and Railway Transport Act), but unsuccessfully. Efforts have also been made to secure co-ordination between the motor-carrier and the railways, but so far without success. The forms of co-ordination which have been considered are :

For the withdrawal of the motor-carrier in consideration of a commission on freight diverted to the railway;

	Railway	Road	Inland navigation
Australia (continued): Commonwealth (continued)	<p>By the adoption of a freight rate to cover both rail and road transport.</p> <p>The pastoral stations are distant from 27 miles to 122 miles from the nearest railway-station.</p> <p>The small amount of passenger motor traffic competitive with the Commonwealth and South Australian Railways will probably cease to exist when the railway now under construction between Port Augusta and Red Hill is completed and opened for traffic in July 1937. This new railway will reduce the distance by the present route between Port Augusta and Adelaide by 70 miles and by several hours, as well as obviating one break of gauge and two changes of trains.</p>		
	* * *		
Western Australia	<ol style="list-style-type: none"> 1. Legislation in force gives to a special Board authority to control the operations of road transport. Railways are given preference and road vehicles are not authorised to operate in competition with them, except where rail transport is deemed to be inadequate or inefficient or where the area concerned is remote from railway facilities or where road vehicles serve to "feed" the railway. 2. No attempts have been made to distribute traffic independently of the measures adopted to ensure safety and smooth operation, except as set out in previous answer. 3. No attempts have been made, prior to administrative action, to promote agreements between rail and road transport. 4. Financial position of Railways (mainly State owned) considerably improved, in spite of extensive reductions in tariffs. 	<ol style="list-style-type: none"> 4. No information available. 	There are no navigable waterways.
	<ol style="list-style-type: none"> 5 (a), (b), (c) and (d) There are no special measures taken to facilitate co-ordination of transport. 		
	* * *		
South Australia	<ol style="list-style-type: none"> 1. The Railways Commissioner has entered into an agreement with the proprietor of motor-lorries at Murray Bridge, who formerly did a large business on the roads, under which the Railways Commissioner hauls the goods and the motor-service proprietor does the collecting and the delivery, the total cost not being more than the former road rates. The contractor is allowed a slight concession in the rates and he guarantees the Railways a stated tonnage of goods each month. <p>This arrangement would be extended to other districts, if the road traffic were of sufficient dimensions to warrant it.</p>		1, 2, 3, 4 and 5. No information available.

Some large provincial towns such as Port Pirie, Port Augusta and Renmark have co-ordinated passenger services with Adelaide. That is, instead of a circuitous journey by rail, part of the journey is made by rail and part by motor service.

2. Not beyond restricting wool, wheat, super-phosphates and firewood to the railways where licensed carriers were previously in competition with the railways.

3. No attempts at co-operation between services were made prior to the passing of the Road and Railway Transport Act. The contractor referred to in point 1 above proposed the arrangement himself because his former road service was parallel with the railway and he must have known it was improbable that he would receive a licence.

4. The arrangement respecting transport between Adelaide and Murray Bridge is satisfactory to the railways, to the road contractor and to the public. No complaints have been made with respect to the co-ordinated passenger services between Adelaide and Port Pirie, Port Augusta, and Renmark, the time of the journeys and the cost being no more now than under the direct road service.

5 (a), (b), (c) and (d) There is an agreement between the Railways Commissioner and the Adelaide Steamship Company, Limited, under which the Railways Commissioner will receive goods in Adelaide, arrange for their shipment to Port Lincoln, and then carry them to their destination on Eyre Peninsula by rail, the steamship company and the Railways Commissioner each receiving their ordinary charges. This arrangement dispenses with the necessity of the consignor or consignee having an agent at the point of junction of the shipping and rail services.

With respect to the co-ordinated rail and road passenger services, the ticket issued by the Railways Commissioner covers the complete journey by rail and motor service.

The Railways Commissioner works in co-operation with the River Murray Shipping Company with respect to traffic to and from points beyond Morgan, and there are preferential rates for wool and other produce brought from the other States. The Railways Commissioner also has special rates for particular districts, such as the south-east, which, in that case, were imposed many years ago in order to compete with coastal shipping; that is, cheap rates were charged from the south-east to Adelaide, a distance of over 300 miles, while the ordinary rates to coastal towns (about 50 miles from the centre of production) were maintained.

* * *

**New South
Wales**

1. By the passage of the Transport (Co-ordination) Act, 1931, which is based upon an attempt to co-ordinate the various means of transport. The administration is based upon what best serves the public interest. The object of the legislation is to obviate unrestricted competition with established services which are considered to be the most economic in the interests of the State generally. (See reply to question A.3 (a) and (c), under the heading "Road", page 10 and 25.129).

2. Apart from the measures referred to in "A", legislation does not attempt to distribute traffic.

1. There are no special measures with regard to inland navigation.

2. No attempt has been made to distribute traffic apart from other measures.

	Railway	Road	Inland navigation
Australia (continued):	3. While some attempt had been made to promote agreements between the various means of transport prior to the passage of co-ordinating legislation, these attempts met with very little success.		3. No attempts have been made prior to administrative action to promote agreements by inland navigation.
New South Wales (continued)	4. Prior to the passage of the legislation referred to, the State owned railways and tramways were operating at a considerable disadvantage by reason of unrestricted competition by road motor services, thus resulting in serious deficits being shown in their annual balance-sheets. The legislation referred to has had the effect of enabling the tramways to show a profit during the years 1935 and 1936, and the railways have reduced their deficit from £4,564,605 in 1931/32 to £698,262 in 1935/36. It should be mentioned that, as the capital for the construction of railways and tramways has been provided by means of Government loans, interest has had to be met, and the results shown above are after taking into account payment of interest and other statutory charges. In addition to these satisfactory financial results, it has been possible to effect considerable improvement in the railway and tramway services, as well as enabling privately operated road transport services to operate under satisfactory conditions. 5 (a) and (b) Special measures have been taken by the railways to facilitate co-ordination. Combined rail and motor, rail and air, and rail and water transport is arranged in certain localities. Through fares are provided for combined transport by rail, road and waterways to approved tourist resorts and for tourist round-trips. In regard to the transport of goods traffic, special co-ordinated services have been arranged between the railways and motor transport carrying companies, whereby the railways convey goods to the nearest railhead and the carrying company contracts for delivery from that point. There is also a system of house-to-house removals of furniture. Under this arrangement, the railways engage road-carriers to pick up furniture from the consignor's residence and convey it to the railway. On arrival at its destination, the furniture is unloaded and delivered by another road carrier. Through tickets and fares for transport by tram and ferry in certain districts. (c) and (d) Special rates are provided in connection with the co-ordinated services referred to in (a) and (b) above, but no other special rates are quoted by the railways.		4. None.
			5 (a), (b), (c) and (d) See opposite.
		* * *	
Queensland	1. The co-ordination of transport is the principal object of the State Transport Act. As previously stated, the policy of the State Transport Board has been to limit the growth of unnecessary duplicate service. 2. No attempt has been made to distribute traffic except that the limitation of the number of licences in so far as the road vehicles are concerned distributes the traffic between existing road services and the railways. 3 and 4. Attempts were made by the Railway Department to co-ordinate services prior to the passing of the State Transport Act, but in view of the competitive nature of most of the services		No inland navigation.

concerned, these were not successful. Since the passing of the State Transport Act, many co-ordinated services have been arranged operating in conjunction with the railway department.

5 (a) In quite a number of instances where there are now co-ordinated rail and road services, through booking of passengers and goods is arranged, and the tariffs are based on the railway tariffs for the aggregate railway and road mileage.

(b) In connection with the co-ordinated services described in reply to questions 3 and 4, through tickets and waybills are arranged. This arrangement is made by the Railway Department having contract with road-carrying concerns for the conveyance of goods and passengers and by the Railway Department paying such concerns the price they tender for the conveyance of goods and passengers. Arrangements also exist for the through booking of passengers, goods and parcels to inter-State destinations in the other Australian States. Tourists are also provided with through tickets covering rail and road transport, hotel accommodation and admission to certain tourists' attractions.

(c) Queensland has adopted a policy of decentralisation, and its rate schedule is so arranged that certain central and northern ports will obtain the benefit of the trade from the hinterland, notwithstanding that this is to a considerable extent prejudicial to railway revenue. In other cases, special rates are quoted to secure traffic in competition with shipping and road and also to assist industries which could not stand ordinary tariff rates.

(d) No information available.

* * *

Tasmania

1 and 2. The Transport Committee has been set up to co-ordinate transport.

1, 2, 3, 4 and 5. No information available.

3. No attempt has been made to promote agreements between various means of transport.

4. The results have been beneficial to both rail and road transport.

5 (a) and (b) The Railways provide free pick-up and delivery of passengers from the principal cities, where they have to travel over a certain distance.

Inclusive freights have been fixed for wool from railway-station to wool store. Cash on delivery service has been provided by Railways.

(c) No special rates have been fixed for any route to procure traffic for other means of transport.

(d) There have been no other agreements.

* * *

Victoria

1 and 2. No information available.

1. In 1933, Parliament passed the Transport Regulation Act, which requires that the operation of all commercial road motor goods vehicles, and also road motor passenger vehicles operating

Inland navigation of no importance.

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : Victoria <i>(continued)</i>		<p>in country areas, shall be subject to the issue of a licence, in the granting or refusing of which regard must be had to the interests of the public generally, the effect upon existing services and certain other conditions of convenience and necessity. Exceptions are made in the case of road motor vehicles operating within certain local areas up to a distance of 25 miles, or for the carriage of perishable goods and certain other prescribed commodities. These vehicles shall be licensed, upon application, as a matter of right.</p> <p>Moreover, all road motor vehicles for the carriage of goods which were providing a regular service in 1933 are authorised to continue operations, without regard to the conditions mentioned.</p> <p>Legislation also exists in the Motor-omnibus Act, 1928, requiring all omnibuses (<i>i.e.</i>, vehicles capable of seating more than seven persons) operating within the Melbourne metropolitan area to be licensed. The conditions governing the grant or refusal of a licence are similar to those referred to in the Transport Regulation Act.</p> <p>2. Only to the extent that road motor vehicles are controlled under the provisions of the Transport Regulation Act (see answer to question 1).</p> <p>3. No attempt has been made to promote agreement between the various means of transport.</p> <p>4. With regard to passenger services, many road vehicles which, prior to the introduction of the legislation referred to in 1, were operating in direct competition with existing railways or tramways are now run as "feeders" to those services or, in some cases, are supplementing railway services. A fairly satisfactory measure of co-operation between the existing services has thus been obtained.</p>	

In the case of goods services, all vehicles which had operated in 1933 are allowed to continue in competition with existing railway services (see 1). The competition is largely a matter of the rates offered, and in the absence of effective control over the various competitors, it has not been practicable to secure any measure of co-operation, apart from that referred to in answer to question 5.

5 (a) Railway rates are generally from station to station, but the following special arrangements are made, if the circumstances demand, to obtain traffic :

For the collection of goods and carriage to the railhead and for the delivery from the destination station to the consignee's address. — The collection and delivery by road is usually performed by independent carriers with the exception of a comparatively small proportion, which is handled by the Departmental road transport service.

For the delivery by independent carriers of goods rail borne to the consignee's address at a through rate. — In some cases, a rebate of a specified amount representing cost of local delivery is granted to consignees.

Through rates for a co-ordinated service are quoted by rail and boat and, where necessary to attract traffic, by rail and road.

For passenger traffic, it is the common practice to issue combined rail and road motor tickets to destinations beyond the railhead, in many cases to tourist resorts, and in other instances to places not served by rail, or where the railway passenger service has been abandoned in favour of a road passenger service conducted in co-ordination with the railways.

(b) Through tickets and through waybills are issued where there are co-ordinated goods and passenger services.

(c) It is a general practice on this system to quote special competitive rates in competition with road transport. This usually takes the form of freight contracts for a specified period (usually twelve months) with the consignees for the despatch of all goods by rail in consideration of appropriate reductions in rates.

There are comparatively few rates to compete with steamers locally, but between the capitals of adjoining States fares generally are fixed on a competitive basis to compete with sea competition, and there are also special inter-capital goods rates for the same purpose. Through tickets and waybills are used in such instances.

(d) Arrangements are now in course providing for the exchange of air, rail and steamer tickets, so that a passenger holding a return ticket by one of these services can return by any of the other services on application thereto and subject to an adjustment of fares.

	Railway	Road	Inland navigation
Australia (continued): Victoria (continued)	Agreements exist with a number of road transport services which act in co-ordination with the railways for the carriage of passengers undertaking to perform the road proportion of the co-ordinated service and to accept liability for such part of the journey.		

Austria

1. The first legislative measure for the apportionment of goods transport between railways and motor vehicles was the ordinance published in the *Federal Laws Bulletin*, No. 109, 1931, subjecting the commercial motor transport of goods to a regime of compulsory concessions, under which establishment of new services could be made conditional upon the existence of a real need. The next step was a law on motor services, subjecting a passenger or goods motor service to a concession, the granting of which was in turn subject to a series of conditions (guarantees concerning the safety, regularity and capacity of the service, existence of a need to be met by the service, guarantee that the need could be met, non-infringement of public interests). Finally, the Ordinance of 1933 on Motor-lorry Traffic, as amended and reissued in 1936, endeavours to regulate competition between railway and road transport by fixing minimum tariffs in such a way as to reserve short-distance traffic for motor transport and long-distance traffic for railways, and by limiting to 100 kilometres the maximum distance for transport in vehicles belonging to industrial or similar undertakings.

No legal provisions have yet been adopted with a view to co-ordinating railway or motor transport with water transport.

2 and 3. The Federal Railways founded a motor-service undertaking a few years ago, and became the owners of various existing private concerns. As operators of motor services, they are in a position to conclude agreements with competing undertakings enabling them to eliminate undesirable competition and substitute motor services for uneconomic train services. In order to avoid tariff competition in the case of passenger services, the Federal Railways have also established a system of pools with various motor services. For the purpose of goods transport, they founded, in 1935, together with various transport companies, the "Oesterr. Rollfuhr-, Nahverkehrs- und Speditionsgenossenschaft reg. Ges. m.b.H." (Austrian Motor-lorry Traffic, Local Transport, and Forwarding Business Co-operative Society, abbreviated to "Rona"), assigning to the Federal Railways transport exceeding 30 kilometres, for which the Forwarding Business Section should be responsible, and reserving for motor undertakings transport for distances under 30 kilometres.

Competition between railways and waterways is generally governed by direct agreements between the companies concerned. Such agreements have been concluded in particular in regard to the transport of mineral oils and salt. Salt from the Salzkammergut is carried exclusively by rail.

4. The ordinance concerning motor-lorry traffic has to a certain extent fixed the distribution of transport between railways and motor vehicles. This is shown, *inter alia*, by the fact that there

has been no appreciable change in the number of motor-lorries during the last few years. An ideal solution of the problem has not yet been found, however; the minimum tariffs have had to be fixed at such a high level that there is a constant tendency to organise cheaper transport, to prevent which supervisory measures are generally of no avail. Attempts are therefore being made to replace the present regulations by others which would ensure genuine co-operation.

The results of the above-mentioned agreements between railways and shipping companies have been generally satisfactory.

5 (a) Through passenger rates are provided for combined rail and road and rail and water transport. There are at present no combined rates for goods transport by rail, on the one hand, and road or water transport, on the other.

(b) Through tickets are provided for passenger transport, but no through waybills for combined rail, road and water transport.

(c) In the case of railway routes to river ports, especially on the Danube, special rates are provided for goods which are to be transferred to boats.

(d) There are no agreements of other kinds between the various means of transport.

Belgium¹

1. Under the regulations outlined in previous chapters, the Transport Department, when granting or renewing concessions or authorisations, endeavours to carry out a policy of rational co-ordination between the various means of transport. In this, it takes as basis the guiding principles summarised below :

1, 2, 3, 4 and 5. No information available.

To check unregulated competition, which is harmful to national economic interests — in other words, to prevent waste and overlapping ;

To impose an obligation on carriers to obtain from the legal authority such concession or authorisation as would be held in the ordinary course by any person operating an undertaking on the public highways ;

To take into consideration to a reasonable extent the charges and obligations imposed on rail undertakings from which road transport is exempt ;

To see that, as far as possible, each means of transport obtains the traffic for which it is most qualified ;

To give users who show a preference for road transport similar guarantees as regards safety and regularity as are provided on the railway ;

To provide rapid, convenient and cheap transport for the public.

In practice, of course, as much allowance as possible is made for vested interests.

2. The Ministry of Transport hopes in this way to arrive gradually at a judicious distribution to each means of transport of the traffic for which it is most fitted.

3 and 4. The Administration has, of course, done everything in its power to promote agreements between the various classes of operators.

While very interesting results have been obtained as regards co-operation between main and local railways, agreements between rail and road services have hitherto been restricted in scope. These

¹ See A.1 (a) and (b), page 18.

	Railway	Road	Inland navigation
Belgium (continued)	<p>agreements, moreover, relate only to local traffic. Thus the Société nationale des Chemins de fer belges and the Société nationale des Chemins de fer vicinaux usually give out contracts for their motor-bus services to private enterprise in return for a certain percentage of the receipts.</p> <p>On the other hand, the Transport Department does its utmost to promote the conclusion of contracts under which private operators whose authorisation is about to expire agree to continue to operate their services as "lessees" of the railway companies.</p> <p>5 (a) and (b) The train connections on the various systems have been improved; main-line stations have been supplied with through tickets and now accept baggage for through registration to local stations, and <i>vice versa</i>; ordinary, school-children's and workers' season tickets are also available under the combined service.</p> <p>For the rest, a scheme for through rates for the carriage of goods on main and local railways jointly is at present under consideration.</p> <p>(c) The railway undertakings have fixed certain special rates for traffic to some of the river ports, with a view to procuring special traffic for water transport.</p> <p>(d) In some connections, the railways have concluded agreements with motor-bus operators whereby the latter have taken over all or part of the traffic served by the railway; this has enabled railways to withdraw all or part of their passenger services.</p>	<p>5 (a) and (b) No information available.</p>	
Brazil	<p>1, 2, 3, 4 and 5. The Brazilian public authorities, both Federal and State, are at present considering measures to co-ordinate the various means of transport. However, in order to enable the railways, which form an important part of the national property, to compete with other means of transport, the Federal Government permits the railways to lower their tariffs freely and to conclude arrangements with industrial firms and undertakings as to transport rates. The results obtained from these measures are already appreciable. Furthermore, facilities have been</p>	<p>1, 2, 3, 4 and 5. The Brazilian public authorities have not yet taken any measures for the co-ordination of transport, for the reason that competition between the various transport systems is much less severe than in other countries, where State intervention has become necessary.</p> <p>The position in Brazil is a normal one. The road, or more exactly the motor vehicle as a new means of transport, competes with the railway within its own limitation. However, the motor-car has, at the same time, created new markets and new sources of revenue for the</p>	<p>1. The proposed regulations have been drawn up on the basis of reciprocal traffic, so as to enable goods to be carried from one part of the country to another under a single transport document.</p> <p>2. At the present time, inland waterways services in Brazil are run by single lines or systems which, as a rule, constitute the sole or the chief means of transport in the zone served, so that there is no need to distribute the traffic.</p>

given for the conclusion of agreements between railway and road transport undertakings, in order to reconcile their respective interests.

other means of transport by an influx of goods and passengers from regions which have opened up, and which have prospered and developed in consequence.

In Brazil, the trend seems more towards a reduction of the charges on the railways than towards regulations which would hamper the development of road transport.

3. No, in view of the reply to the previous question.

4. As the districts served are opened up, inland navigation is also progressing; on the whole, the results are satisfactory.

5. No, in view of the replies to the previous questions.

United Kingdom

1. By the Railways Act, 1921, four railway groups were established, to which all the property, rights, powers and duties of 121 constituent and subsidiary railway companies were transferred. The terms of amalgamation or absorption were settled by a special temporary tribunal—the Railways Amalgamation Tribunal—and embodied in schemes settled by that Tribunal, such schemes having effect as if they had been enacted by the Railways Act. (See reply relating to roads.)

As regards tramways and trolley vehicles, some public authorities have taken action in this direction by the formation of joint boards or joint committees, composed of representatives of local authorities and private companies (including railway companies); or local authorities only. Such bodies have been generally formed for the purpose of eliminating duplication of effort and wasteful competition.

2. No attempt has been made to distribute traffic apart from the measures adopted to ensure safety and smooth operation.

3. Agreements have been made between railway companies to promote co-ordination and eliminate undue competition, also respecting

1. Except in London, the action taken by the public authorities towards co-ordination of transport lies in the administration of the two licensing systems described in the previous answers. In the London area, the operation of all forms of local road passenger transport and the underground railways has been placed in the hands of the London Passenger Transport Board, and arrangements have also been made for a pooling of receipts with those of the suburban services of the main-line railway companies. There is also a statutory body—the Transport Advisory Council—constituted for the specific purpose of giving the Minister of Transport advice and assistance in connection with the discharge by him of his functions in relation to means of, and facilities for, transport and their co-ordination, improvement and development.

2. Only of a voluntary nature, and no precise information is available.

3. No precise information is available, but it is known that a number of voluntary agreements have been made between the various

1. *Canals.*—Very little action has been taken by public authorities to co-ordinate transport on canals, though on several occasions the question has been examined. (See also 5 (d) below.)

2. *Canals.*—No attempt has been made to distribute traffic apart from the measures adopted to ensure safety and smooth operation.

3. *Canals.*—Amalgamation through private initiative of several canal companies into one combine—*e.g.*, the Grand Union Canal.

	Railway	Road	Inland navigation
United Kingdom (continued)	<p>the rates to be charged. As regards tramways and trolley vehicles, see answer to 1 above.</p> <p>4. In addition to the amalgamation of the railways, direct action has been taken in the case of passenger transport in London. It is understood that considerable economies have been effected by the mergers referred to. The same applies to tramways and trolley vehicles.</p> <p>5 (a) <i>Rail-canal.</i> — All railway and canal companies working railways or canals forming part of a continuous line of communication, or having their stations or wharves near together, are obliged by law to afford due and reasonable facilities for forwarding one another's traffic without unreasonable delay or undue preference. Reasonable facilities include the granting of through rates and fares on reasonable request; but, in practice, combined railway and canal rates have not been found necessary to any important extent in this country.</p> <p><i>Rail-shipping.</i> — Where a railway company maintains or works, or is a party to an arrangement for using, maintaining or working vessels for the purpose of carrying on a communication between any towns or ports, it is under a like obligation to grant through rates or fares.</p> <p>Each of the amalgamated railway companies has statutory power to provide and work road vehicles in any district to which access is afforded by its system, other than London, subject, in the case of passenger-carrying vehicles, to certain limitations where a satisfactory service of trams or omnibuses is owned or worked by the local authority. In practice, the railway companies rarely provide road passenger services themselves and have generally been content to acquire substantial financial interests in existing road passenger operating companies, endeavouring thus to secure</p>	<p>means of transport in various districts, and such agreements have been generally encouraged.</p> <p>4. The results cannot be conveniently summarised, but much detailed information is contained in the annual reports of the Traffic Commissioners.</p>	<p>Agreements have also been made between railway companies and canal companies to promote co-ordination and eliminate undue competition, also respecting the rates to be charged.</p> <p>4. No information available.</p> <p>5 (a) See reply to 5 (a) opposite, under "Railway".</p>

co-ordination as between rail and road. They are associated in this manner at a great many points on their systems with road omnibus concerns, and this has brought about the inter-availability of rail and road tickets at a large number of places throughout the country.

The railway companies operate extensive road services in the larger towns for the purpose of the collection or delivery of goods conveyed by rail. The charge for such services is generally included in the railway rate. In addition, they have developed a system of country cartage services by motor-lorries in many outlying districts. These services collect and deliver merchandise within a radius of about 20 miles from the railhead and thus act as feeders to the railways. The charges for these services are not included in the railway rates but, in effect, the services secure co-ordination as between rail and road, the charges being included in one account to the trader.

(b) Generally, where through rates or fares or through bookings are in force in connection with the combined services noted in (a), through tickets and through waybills are in use. In the case of traffic to and from the continent of Europe, certain international tariffs are in operation for which special waybills and invoices have been agreed between the railway administrations concerned.

(c) The significance of this question is not wholly appreciated, and it may be intended to apply to conditions obtaining on the continent of Europe rather than in Great Britain.

(d) *Rail-canal Conference.* — In 1933, an unofficial agreement was reached between the four main-line railways, on the one hand, and the Canal Association (which embraces all the important waterways in the country), on the other hand, providing for a period of five years for the setting-up of a central conference, assisted, if necessary, by local conferences, of representatives of the railway and canal companies and of recognised associations of by-traders, for the purpose of promoting the greatest possible measure of co-ordination and co-operation between rail and water transport, protecting the interests of each other in regard to the quotation of rates for competitive traffic, eliminating undue competition and obviating the reduction of rates to an uneconomic level. It is also within the competence of the conference to consider arrangement for the pooling of traffic between the railways and canals. Five local conferences have been set up for the purposes of the Agreement, any difference on a local conference being referred to the central conference for decision.

In 1932, the Minister of Transport consented to certain arrangements between the London, Midland and Scottish Railway Company and the London and North-Eastern Railway Company, with the object of effecting economies by the elimination of wasteful competition, for pooling and dividing of receipts arising from traffic which is competitive between the two companies, after deducting from such receipts terminals and working expenses. The pool is, in short, the machinery whereby the two companies bring into a common account and share in agreed proportions certain receipts which come to each of them in the ordinary course of their respective businesses by the application of their own schedules of rates and charges to the traffic which they carry. It establishes no other connection between the two companies, each retaining its own separate identity, its own capital, property, staff and managerial organisation.

The Minister, in 1933, also consented to similar arrangements with the same object being made between the London, Midland and Scottish and the Great Western Railway Companies and between the London, Midland and Scottish, the London and North-Eastern and the Great Western Railway Companies.

(d) No information available.

Bulgaria

1. A special law on communications by motor vehicles, in force since 1935, contains provisions regarding the co-ordination of transport by rail and by motor-car. This part of the law is applied as yet only to a small extent, however, and it is not yet possible to forecast its effects in this connection. The principle adopted is that of issuing licences to motor-transport undertakings working on regular routes, with minimum tariffs and co-ordination of time-tables with those of the

No information available.

	Railway	Road	Inland navigation
Bulgaria (continued)	<p>railways. It is also proposed to introduce co-ordination of transport in districts where a need for it is felt.</p> <p>2. No attempts have been made to distribute traffic, apart from the measures adopted to ensure safety and smooth operation.</p> <p>3. No attempt has been made, prior to administrative action, to promote agreements between various means of railway transport.</p> <p>4. See point 1 above.</p> <p>5 (a) and (b) See point 1 above.</p> <p>(c) There are no special tariffs in force for certain routes with the object of favouring other means of transport.</p> <p>(d) No agreements in other forms.</p>	<p>3. Efforts have been made prior to administrative action to promote agreements between various means of road transport.</p> <p>4. The co-ordination has not been realised.</p> <p>5 (a), (b), (c) and (d) There are no special measures facilitating co-ordination of transport.</p>	
Canada	<p>1. The public authorities have not taken any action with a view to the rational co-ordination of transport.</p> <p>2. No attempt has been made to distribute traffic, apart from the measures adopted to ensure safety and smooth operation.</p> <p>3. No attempt has been made prior to administrative action to promote agreements between various means of transport.</p> <p>4. There are no results to be mentioned in the sphere of co-ordination, in view of the replies given below.</p> <p>5 (a) Through rates exist by agreement.</p> <p>(b) Through tickets and waybills are in existence, by agreement.</p> <p>(c) Special rates exist for maritime ports.</p> <p>(d) No agreement of any form.</p>	<p>5 (a) No direct tariffs exist.</p> <p>(b) No tickets or waybills exist.</p> <p>(c) No special rates exist to procure traffic transport.</p> <p>(d) No agreement whatsoever.</p>	<p>5 (a) Through rates exist by agreement.</p> <p>(b) Through tickets and waybills exist through agreement.</p> <p>(c) No special rates exist to procure other means of transport.</p> <p>(d) No agreement of any form.</p>
China	<p>1. The Ministry of Railways is the organ chiefly responsible for the co-ordination of rail and road transport, and it keeps the "National Economic Commission" informed of the position. As regards transport questions handled by it, this Commission consults the Ministry of Railways before reaching a decision.</p> <p>Co-ordination is based on the following principles : the prevention of competition between road and rail ; the rational use of roads and railways, so as to derive the maximum benefit from each of these means of transport.</p>	<p>The public authorities in this country act both as advisers and as promoters of the rational co-ordination of highway transport.</p>	<p>1. The existing regulations, such as the "Regulations for the Registration of Shipping Undertakings", the "Regulations relating to the Supervision of Shipping Undertakings" and the "Regulations to promote Co-operation between Shipping Undertakings", contain provisions with a view to the rational co-ordination of transport and the prevention of competition.</p>

2. Apart from the measures taken to ensure safe and convenient transport, the Ministry of Railways is endeavouring to regularise the services of the various lines by revising tariffs. These are constantly readjusted, so as to give all lines an equal chance of obtaining as much traffic as they are able to handle. Similarly, special tariffs may be drawn up for certain lines during the periods when the rivers are in flood, so as to bring their traffic into line with that of river-transport undertakings.

3. It is only during the last few years that the various means of transport have undergone any considerable development. When the first railway lines were opened to traffic, the question of competition between the various means of transport did not arise; but even then the Government endeavoured to take steps to prevent unnecessary competition such as has been experienced in other countries. Consequently, the various means of transport in China work hand in hand, and competition may be said to be non-existent.

4. The result is that each means of transport is developing at the same rate, while each is serving its own ends. The systematic co-ordination effected during the last few years has brought about an improvement in rural economy and has stimulated industry.

5. The following measures have been taken by the Ministry of Railways to facilitate transport co-ordination :

(a) Through rates for combined transport between railways and boats for passengers, and between railways, boats and road-transport undertakings for goods. The so-called internal (in China) circular tickets for passengers are issued at a maximum reduction of 30% on the normal rates; reduced rates for goods are granted only in certain special circumstances;

(b) " Combined transport tickets for passengers " and " combined transport tickets for goods " are issued for the three means of transport ;

2. No such attempts have been made.

3. Prior to administrative action, conferences have been held to promote agreements between different means of transport. The administration has also taken direct action.

4. Rational co-ordination of highway transport has succeeded in bringing into being sixty through traffic routes along inter-city and inter-provincial trunk lines. The co-ordination of railway and water transport has extended the facilities of through traffic to all important cities in China.

2. Apart from the pool system adopted for the sharing of freights, no other systems of distributing traffic have as yet been tried.

3. The administration has endeavoured to promote agreements, but has taken no direct action.

4. In commercial navigation, the value of Government regulation is beginning to be realised.

	Railway	Road	Inland navigation
China (continued)	(c) Railways and boats are allowed to fix special rates on certain routes, so as to procure traffic for each other ; (d) Railway, river and road transport undertakings may conclude agreements for the co-ordination of their transport and the development of their traffic, provided such agreements are based on the principle of equality and mutual profits.	5. Special measures taken for facilitating transport co-ordination are : (a) Through rates, usually based on the combined rates of participating carriers — sometimes with a discount ; (b) Through tickets and waybills for through traffic ; (c) Special rates are not common in highway transport ; (d) None, so far as highway transport is concerned.	5 (a) There are no through rates for combined transport. (b) Through tickets or waybills exist. (c) There are no special tariffs. (d) Agreements exist for ensuring connections between the various means of land and waterway transport.
Ecuador	1, 2 and 3. There are a number of measures with a view to the rational co-ordination of joint transport systems, which are based on the requirements of the undertakings concerned, subject to the approval of the public authorities (Ministry of Communications, municipalities, police, etc.), the object being to safeguard security while developing traffic. 4. The results obtained up to the present are satisfactory. 5 (a) It has not yet been found possible to establish a very complete system of through rates for combined transport by the various means of transport. (b), (c) and (d) The price of passenger tickets issued by the Southern Railway Company includes the crossing of the estuary from Guayaquil to Duran, the terminus, or <i>vice versa</i> .		
Estonia	1, 2, 3 and 4. See replies under A. 1, 2, and 3, pages 22, 39, 50, 62, 73, 81, 83, 107, 145. 5 (a) There are through rates for combined transport by State and private railways, by State Railways and inland navigation lines, and by State Railways and motor services. (b) There are through waybills for State and private railways. There are through waybills for State and private railways, for railways and inland navigation lines, and for State Railways and motor services. (c) No special tariffs are applied with a view to procuring traffic for other means of transport. (d) No agreements exist under other forms.		(b) There are through tickets for State railways and inland navigation lines.

**United States
of America**

1. The public authorities have taken action with a view to the rational co-ordination of transport. In regulating the rates on the several forms of transport subject to its jurisdiction, the Commission gives consideration to the effect which the rates on the one form of transport may have on the other and to the public interest in adequate transport service for the several forms of transport, but in so doing it is governed by the transport standards affecting the several forms of transport and has been given no authority to co-ordinate these forms of transport based upon any other consideration.

2. No attempts have been made to distribute traffic apart from the measures adopted to ensure safety and smooth application. The Commission is without authority to make such distribution solely for the purpose of dividing traffic between two or more forms of transport. Any distribution of traffic would be merely incidental to such an adjustment of rates as the Commission might require.

3 and 4. No attempts have been made, prior to administrative action, to promote agreements between the various means of transport. In some instances, carriers engaged in one form of transport may have an understanding with carriers engaged in another form not to propose changes in their respective rates without notifying each other in advance that such changes are contemplated, but the Commission is without authority to require them to do so or to prevent the establishment of particular rates by carriers subject to its jurisdiction, unless such rates are shown in a formal proceeding before it to be in contravention of some provision of the Act which it administers.

5 (a) The Commission has authority to require the establishment of through routes and joint rates for rail-water transportation. It has no authority to require joint rates between motor-carriers and other carriers subject to the Act, but such carriers may voluntarily establish such joint rates, which thereupon become subject to the Commission's jurisdiction.

(b) Where joint rates subject to the Commission's jurisdiction are established for combined transport by the various carriers under consideration the Commission has jurisdiction over the matter of the issuance of through tickets and bills of lading.

(c) *Rail/inland navigation.* — The Commission has authority to require a rail-carrier to make suitable connection between its line and tracks leading from the dock of a common carrier by water to the rail carrier's right of way, to establish through routes and maximum joint rates between and over such rail and water lines, and to establish proportional rates by rail to and from the port, such proportional rates being defined as those which differ from the corresponding local rates to and from the port and which apply only to traffic which has been brought to the port or is carried from the port by a common carrier by water.

(c) No information available.

(d) There are no agreements in other forms. The agreements which must be filed with the Commission and the bases thereof have been discussed above.

Finland

1. The railways have tried to co-ordinate transport services with motor-buses and ships on inland waterways, but with little success.

2. The Railway Administration has just submitted to the Government a proposal for dividing transport services between railways and motor-bus lines, but the question is still undecided.

3. So far, there are no agreements between the different means of transport.

4. It is clear from the above that no positive result has been obtained as regards the collaboration in question.

1, 2, 3, 4 and 5. There are no means of co-ordination of transport.

1, 2, 3, 4 and 5. The Government has not yet had occasion to take measures to co-ordinate shipping with rail and road transport. This has been done on the initiative of private undertakings. Such collaboration has scarcely existed until now, except for passenger transport, and this has been organised chiefly through travel agencies selling tickets including journeys by sea as well as by train or motor-bus. Only when the State grants a credit for the upkeep of a special sea route does it ascertain whether the schedule is suitable for passengers' needs and is drawn up with due regard, *inter alia*, to the schedules of other means of transport.

	Railway	Road	Inland navigation
Finland (continued)	5 (a), (b), (c) and (d) There are no special measures for facilitating transport co-ordination. See under "Inland navigation".		
France	<p>1. As the result of a detailed examination by the National Economic Council, the Government has adopted a series of measures to suppress the inordinate competition which has arisen between the various forms of public transport, a competition which is injurious to all parties, is recognised as one of the main causes of the railway deficit, and is, furthermore, opposed to the general interests of the nation. The regime adopted aims at replacing competition and duplication by co-operation between railway, road and water transport.</p> <p>Four decrees were issued to co-ordinate rail and road transport :</p> <p>The Legislative Decree of April 19th, 1934 (applying the Finance Law of February 28th, 1934) ; the Public Administrative Regulations of February 25th, 1935 ; the Public Administrative Regulations of July 13th, 1935 ; and the Public Administrative Regulations of November 14th, 1936.</p> <p>The first Decree lays down the principle of the co-ordination of the two means of transport and sets up the Co-ordinating Committee ; the second Decree sets up departmental Technical Transport Committees and defines the general principles governing passenger transport ; the third defines those governing goods transport ; and the fourth enlarges the membership of the Co-ordinating Committee and the departmental Technical Committees.</p> <p>The Co-ordinating Committee, on which the various categories of carriers and the public and administrative bodies concerned are represented, endeavours to secure departmental and regional agreements between the various carriers. The Committee may consult the Director-General of Railways, acting as Government Commissioner, and the Heads of Departments of the various Ministries.</p> <p>The departmental Technical Committees, whose composition is similar, are bodies appointed for purposes of information, investigation and supervision, which collaborate with the Co-ordinating Committee. They keep a record of vehicles, in pursuance of the Decree of April 19th, 1934, and examine the special cases which the Administration submits to them. Their main task, however, is to determine the bases of the agreements concerning passengers and goods to be submitted to the Committee. They endeavour to secure the consent of all undertakings, and, after the agreements have received the approval of the Minister of Public Works, supervise their application.</p> <p>The general principles of the co-ordination of railway and road transport are the following :</p> <p>(a) Passenger transport is reserved for the railways, and for contractual motor services on the routes of the former which are open to such traffic. Compensations granted to suppressed road services, in the form of services on closed railway routes ; services between the principal towns on the main lines ; operation, for account of the local railways, of motor services substituted for train services ; taking-over of services abandoned by the contractual undertakings.</p> <p>The suppression of local lines and contractual road services requires the consent of the authority making the concession.</p> <p>The main systems may facilitate agreement by entrusting the operation of lines with little traffic to local companies.</p>		

As regards the allocation of traffic among carriers, only services operating on April 21st, 1934, are taken into account. The period of existence of the service is taken into account in the allocation of compensations.

Agreements must specify maximum tariffs, routes and time-tables.

Passenger-carriers are required to carry mails, for which service they are remunerated.

(b) In the case of goods traffic, preference is, in principle, given to road services for short-distance transport and to railways for long-distance transport, a fair apportionment being made of transport over medium distances.

Agreements specify :

In the case of the main systems, the lines completely closed to goods traffic ; on other lines, closed stations and stations for district centres ("gares-centres"). Road services are used for local traffic in districts with closed lines, and within districts served by "gares-centres", and, in general, for purposes of collection and delivery.

In the case of local railways : services which they have suppressed, and motor services substituted for trains, in each case in agreement with the authority making the concession. Road services will replace the former, and may be entrusted by the Companies with the operation of the latter.

In the case of contractual motor services : the compensations which can be offered to free services for the traffic the latter had to relinquish.

The road-carriers who are retained must be in possession of a public transport card entitling them to effect transport for short distances (50 kilometres or less), medium distances (up to 100 or 200 kilometres, according to the district), or long distances (without limit), respectively.

The holder of the transport card must pay an annual fee to the Treasury, determined according to the distance and nature of the transport.

Goods-carriers are under the obligation to operate services regularly and efficiently. Vehicles must be provided with distinguishing marks indicating the category of transport effected. Waybills are compulsory. Material must be kept in good condition.

The Legislative Decree of May 15th, 1934, and the Public Administrative Regulations of September 21st, 1934, provide for the co-ordination of railway and water transport, as follows :

Limitation of the number of river boats ; limitation of the transport by water of miscellaneous goods, which are, in principle, to be reserved for the railways ; the conclusion of agreements apportioning traffic among the different means of transport, such agreements being made binding by the Minister's sanction.

The conclusion of direct agreements is facilitated by the constitution of a Central Co-ordinating Committee and seven regional Co-ordinating Committees for rail and water transport (Decree of September 21st, 1934).

2. The reply to this question is contained in the reply to the preceding question. The object of co-ordination is to secure a fair division which will ensure safety and facilitate traffic.

3. The basis of the regime is the conclusion of agreements. In cases of disagreement, the Central Co-ordinating Committee is empowered to arbitrate.

4. The co-ordination of rail and road transport, as protected and organised by the various regulations explained above, has only been begun, as strong objections were made in Parliament

	Railway	Road	Inland navigation
France (continued)	<p>and in the various local assemblies to the whole principle of a co-ordination based only on agreements between carriers. The Minister of Public Works has therefore decided to postpone giving his sanction to the passenger transport plans drawn up by the Departmental Technical Committees.</p> <p>The Decree of November 14th, 1936, enlarged the membership of the various Co-ordinating Committees by the introduction of representatives of the public bodies affected and of rail and road users, and the Minister of Public Works has undertaken a revision of the texts in force, in collaboration with the reorganised Co-ordinating Committee, for the purpose of replacing the agreement system by a regime of authorisation.</p> <p>Pending the termination of this new investigation, road services are being substituted for railway passenger transport services, wherever partial agreements have been concluded with the consent of local authorities.</p> <p>As regards goods traffic, the register for the limitation of vehicles provided for by the Decree of July 13th, 1935, is now completed.</p> <p>Four general agreements (Rhône, Canal du Midi and Garonne lateral canal, Loire and Breton canals) and numerous local agreements have been concluded for the co-ordination of railway and water transport.</p>	<p>5 (a) There are no through rates for combined transport by the various means of transport.</p> <p>(b) There are combined tickets for passengers, but no waybills for goods, except a few house-to-house rates.</p> <p>(c) Only two such rates exist — one for promoting the transport of goods to an inland port, and the other for providing a reduced price in the case of departures from an inland port.</p> <p>(d) The regime for co-ordinating railway and water transport has led to agreements for the distribution of traffic fixing a percentage for each means of transport. Agreements for the co-ordination of railway and road transport are now under consideration.</p>	
Greece	<p>1 and 2. The Government has passed legislation to secure a rational co-ordination based on the fundamental principle of the distribution of transport according to local needs and the capacity and adequacy of each of the two means of transport.</p> <p>The law regulating railway and road transport was promulgated on December 30th, 1936. Under this law, the following traffic is deemed to be inter-communal traffic : any transport effected by mechanical means between two places more than 20 kilometres distant from one another in the case of motor-omnibuses and more than 50 kilometres distant in the case of motor-lorries.</p> <p>The State determines and supervises services, tariffs and time-tables, and grants concessions for fixed routes.</p> <p>In the case of a road system serving places connected by rail, the service is preferably granted to the railway companies, which may either operate it themselves or farm it out. Concessions are granted for five years.</p> <p>The maximum total weight of loaded vehicles may not exceed 10 tons. Motor-lorries may not exceed 2.5 metres in width and 3.2 metres in height.</p>		No inland navigation.

3. Before the public authorities took action, the State Railways agreed with co-operative motor-transport undertakings to operate certain services parallel to, or terminating at, railway lines.

4. Before action had been taken by the State, the results of the agreement concluded between the railways and the road-carriers were not very satisfactory, but at the present time, owing to the intervention of the public authorities, results are very satisfactory in the case of both means of transport.

5 (a) and (b) A considerable number of special measures facilitate transport co-ordination, such as joint tariffs and through tickets and waybills issued at railway-stations or joint offices.

(c) All rates for railway and motor transport are special rates, with a view to increasing the volume of traffic carried in co-operation by the carriers.

(d) Agreements based on "separate Conventions" were concluded before the coming into force of the law regulating transport.

Hungary

1, 2, 3 and 4. The various transport undertakings are free to conclude, according to their requirements and with the assistance of the public authorities, agreements with a view to rational co-ordination of transport.

5 (a), (b) and (c) Special measures for facilitating transport co-ordination also exist in Hungary, such as : through rates for combined transport by the various means of transport ; through tickets and waybills ; special rates on certain routes covered by one means of transport with a view to procuring traffic for another means of transport.

(d) Agreements for the regulation of transport have been concluded between rival undertakings.

India

1. Action is being initiated. The principle aimed at is free competition between various means of transport with similar privileges and obligations and subject to comparable control with a leaning towards the protection of the capital invested in railways to the extent that it can offer equal service with competitors. These principles are difficult of full statement.

2. No attempt has been made to distribute traffic, apart from the measures adopted to ensure safety and smooth operation.

3 and 4. Railway administrations have made sporadic attempts to come to agreement with road-transport undertakings for joint services, but lack of organisation and protection from excessive competition of road transport has generally prevented success. In one case, the administration of a railway guaranteed by the Government of an Indian State has obtained, and is working satisfactorily, a monopoly of road transport on certain roads.

3 and 4. There is generally no competition, but some on main routes between inland water transport and railway and road transport. In Bengal, agreements are in existence between railways and inland waterway transport organisations with a view to sharing the traffic of certain riverine ports by periodic adjustment of rates.

5 (a), (b) and (c) Generally no, but the development of through rates and booking for passengers and goods by rail and road and by rail and inland water route is being fostered, wherever possible.

(d) See reply to 3 and 4 above.

	Railway	Road	Inland navigation
Ireland	<p>1, 2 and 3. A considerable measure of co-ordination in regard to rail transport was effected by the amalgamation of the railways referred to under A.1 (c), page 40.</p> <p>Legislative action designed to provide for the rational co-ordination of transport includes provisions enabling the railway and canal companies to engage in road transport and to acquire compulsorily (on payment of compensation) the passenger and merchandise road-transport licences of competing private operators; power to the Minister for Industry and Commerce to authorise the cessation of train services on particular sections of line and the substitution therefor of road services; and an obligation on all merchandise road-transport licensees to submit for Governmental approval all agreements proposed to be entered into with other road-transport operators. These, coupled with the statutory obligation on road-transport licensees to provide road transport facilities where and when required, have been designed to eliminate unnecessary overlapping of services, whilst ensuring the rational development of road transport.</p> <p>4. Measured in terms of the financial results obtained by the railway companies, the provisions outlined have been instrumental in securing a progressive improvement in both rail and road transport every year since 1933 — the year in which the co-ordinating road legislation was enacted.</p> <p>5 (a), (b) and (c) By the operation of inter-Company agreements, through tickets and waybills are available over all the railways in Ireland, while, to a limited extent, each company's rail tickets are available for return by omnibus, and <i>vice versa</i>.</p> <p>By agreement between the companies concerned, a fixed relationship is maintained between rail and canal freight rates on competitive routes. Special railway rates to ports are normally granted, but such rates are subject to approval by the Railway Tribunal and may not be granted so as to prefer unreasonably one port to another.</p> <p>(d) No information available.</p>	<p>(d) No information available.</p>	<p>(d) No information available.</p>
Iceland	<p>Motor-cars being the only means of transport in this country, there are no replies to this.</p>		
Japan	<p>1. As the rational co-ordination of transport is very desirable, the Minister of Railways has from time to time taken steps to encourage such co-ordination. The principles which the Government aims at are to abolish unnecessary competition between the various means of transport, on the one hand, and to improve the transport services, on the other.</p>	<p>1, 2, 3, and 4. No information available.</p>	<p>1, 2 and 3. The public authorities take no special action, except that they endeavour to ensure the safety and smooth operation of the transport.</p>

2. No measures have been taken to distribute the traffic, apart from the measures adopted to ensure safety and smooth operation.

3. The authorities encourage co-ordination between the various means of transport, but so far they have not taken any direct action.

4. Results have been obtained in the amalgamation of a large number of concerns; remarkable decrease in unnecessary competition as regards fares, etc.

5 (a) A system of through fares for combined transport by the various means of transport is in force between the railway, the tramway, the motor-bus and the steamer concerns. The through rates generally represent the sum of the rates for the various stages of the journey in question.

(b) There are through tickets and waybills for these various means of transport.

(c) There are no special rates with a view to procuring traffic for other means of transport.

(d) There are no other agreements than those mentioned above.

4. Establishment of the licence system in force.

The system of through transport has been practised.

Latvia

1. The measures taken up to date concern only the co-ordination of railway and motor transport, the object being to prevent competition between them, which is inevitable when the motor transport is run parallel to a railway line, a situation which is not desirable if the railway is able to offer the public the same advantages. Concessions for the establishment of motor-transport lines are granted with the consent of the railway administration and the Department of Posts and Telegraphs, final authorisation being given by the Minister for Communications.

2. No attempts have been made to distribute traffic, apart from the measures adopted to ensure safety and smooth operation.

3. Attempts have been made to promote agreements between the railways and concessionaries of motor-transport lines by buying back concessions. Again, in some cases, the administrations have refused to issue or to extend concessions, in order to avoid competition.

4. Positive results have been obtained, as regards passengers only, by abolishing motor-transport lines where these existed side by side with the railway lines, except when the motor services offered certain advantages over the railways — for example, when the station is outside the town, or the distance and duration of the journey by rail are greater than in the case of motor transport. No

1, 2, 3, 4 and 5. No measures of co-ordination have been taken.

	Railway	Road	Inland navigation	
Latvia (continued)	<p>results have yet been obtained as regards competition in the transport of goods. Although a concession is also necessary for a regular motor service for the carriage of goods, this is quite often carried on illegally, without a concession, the authorities finding it difficult to detect cases of this kind. Again, irregular motor transport by a route parallel with the railways is fairly frequent. A law governing motor transport is being prepared.</p> <p>5 (a) In several cases, the Railway Administration has itself decided to operate motor services running side by side with the railways, or has itself established motor services running parallel with a narrow-gauge railway (width, 0.6 metre), in order to provide the public with more rapid and convenient means of communications.</p> <p>(b) The Railway Administration also operates, in certain cases, motor-omnibus lines taking traffic to and from the railway-stations. Through rates and through tickets for combined transport of the kind referred to have been introduced only in exceptional cases.</p> <p>(c) There are no special rates to procure traffic for another means of transport.</p> <p>(d) Agreements between railway and motor transport have been established in virtue of which motor transport is used by the railway in certain cases for the carriage of baggage from house to station and <i>vice versa</i>.</p>			
Liechtenstein	No information available.			
Lithuania	<p>1. The Minister of Communications is empowered by law to fix the routes for motor transport by road, with due regard to the interests of the railways, postal communications and other public interests.</p>	<p>1. The rational co-ordination of transport is a matter for the authorities ; the guiding considerations are public utility and the interests of the State.</p> <p>2. The railways have attempted to distribute traffic by the development of inland water transport.</p> <p>So far as inter-urban traffic is concerned, motor and water transport is regulated by the Highways Authority, similar powers in regard to traffic in the larger towns being exercised by the mayors. Traffic is distributed so as to ensure safety and smooth operation.</p> <p>3. The road transport services are to be approached with a view to the organisation of through transport.</p> <p>4. No results have been obtained up to the present.</p>	<p>3 and 4. No administrative action has been taken to promote agreements between various means of transport.</p>	

5. No special measures have yet been taken ; but it is proposed :
- (a) To introduce through rates for combined transport by rail and road ;
 - (b) To introduce through tickets and waybills for such combined transport.

5. There are no special measures for facilitating the co-ordination of motor traffic.

(a) and (b) There is no permanent system of through rates or through tickets for the various means of transport.

(c) There are no special motor and water transport rates on particular routes with a view to procuring traffic for another means of transport. The only measure of this kind in force is the prohibition of the transport of certain goods by water.

(d) There are no agreements in other forms between the various means of transport.

Luxemburg

1. The co-ordination of the various means of transport is now under consideration. No regulations have so far been issued by the public authorities.
2. No attempts have been made to distribute traffic, apart from the measures adopted to ensure safety and smooth operation.
3. No action of this kind has so far been taken.
4. The need for co-ordinating transport has not yet become imperative.
- 5 (a), (b), (c) and (d) There are no special rates existing to procure traffic for another means of transport.

Inland navigation of no importance.

Monaco

See A.1 (a) and (b), page 27.

Norway

1. In granting the authorisations mentioned under B.2, the competent authority must bear in mind the rational co-ordination of all the various means of public transport, and must seek to ensure that the transport needs of the community should be met in the most economical and effective manner.

Inland navigation of little importance.

1. The Law of February 20th, 1926, on motor vehicles contains provisions for the regulation of relations between rail and motor transport. These provisions include one to the effect that authorisation for the commercial transport of passengers and goods by motor vehicle according to a regular time-table must be given by decision of the Ministry of Labour, when these services may be regarded as liable to create competition detrimental to public means of communication. The Department of Labour may also withdraw a permit for the operation of a route issued by the National Roads Administration, when it considers that competition of this kind may be created.

Railway

Road

Inland navigation

Norway
(continued)

Transport authorisations may be subject to detailed rules concerning, for example, time-tables, charges, the carriage of mail for specified remuneration, etc.

At the moment, there is no real regulation of relations between railways and motor services not running at regular times.

2. In certain places with a purely local traffic, the railways organise motor services for part of the passenger traffic.

The general instructions drawn up by the Ministry of Labour for the authorisation of regular services include rules for the equipment, comfort, etc., of vehicles, in order that passengers and owners of goods may be given a satisfactory service.

3. See reply to question 1 above.

3. The Ministry of Labour and the other authorities responsible for the administration of road traffic have endeavoured, in a number of cases, to promote agreements for the co-ordination and distribution of traffic, etc., between the motor services subject to authorisation, and also as regards railways and maritime communications; the Ministry of Labour has further taken certain action to make suitable arrangements for the restriction or withdrawal of authorisations to run motor services and other similar services.

4. See reply to question 1 above and to questions 5 (a) *et seq.* below.

4. It is believed that the steps hitherto taken have helped to provide traffic requirements on economic lines.

5 (a) The State Railways have concluded agreements for the transport of goods with the principal motor services running lines which start from railway-stations. For some routes there are also agreements of the same nature providing for the issue of through tickets.

5 (a) Combined tariffs are extensively used as between motor services and railway lines, and are also employed as between motor services and steam navigation services. The rates vary according to the various combined routes.

(b) The waybills and types of tickets in regular use on the State Railways are employed

(b) In the cases mentioned in (a) above, a through ticket is used for the whole of the

for the combined transport mentioned in (a) combined route.
above.

(c) There are no special rates of transport with a view to procuring traffic for another means of transport.

(d) Combined transport similar to that mentioned under (a) has been organised between the State Railways and the principal inland navigation services and coastal shipping services.

(c) There are no special rates of transport with a view to procuring traffic for another means of transport.

(d) There are no other agreements existing other than those mentioned above.

New Zealand

1. This is done through the transport licensing policy.

With passenger services a policy of controlled monopoly is followed whereby one licence is granted for one route and other applications for licences over that route refused. In certain instances prior to the introduction of the Transport Licensing Act, two or more services were running over one route, and it was necessary to eliminate the unnecessary services and co-ordinate the time-tables of the services left. The unnecessary services were eliminated by arbitration or amalgamation. Through services have been organised between two distant points by the co-ordination of the time-tables and routes of three or four different operators and the fixing of through fares shared between the operators concerned on the basis of the mileage of the route each covers.

With goods services, a policy of controlled competition is being followed. The wants of an area are ascertained and licences sufficient to cope with the needs of that area granted.

1. As far as passenger transport is concerned, licences have been granted to privately owned road services in competition with the rail only where there has been a demand for them. Time-tables and routes of other road services have been co-ordinated with the rail services.

There has been a recent change of policy, and the Railway Department has purchased some of the road passenger services in competition with the railways. These services are now being run by

Inland navigation of little importance.

	Railway	Road	Inland navigation
New Zealand <i>(continued)</i>	the Railway Department, thus providing duplicate means of transport under the one control over certain routes.		

With goods traffic, a policy of single ownership for long-distance haulage is being followed. Negotiations are now proceeding between the Railway Department and the long-distance road route operators to arrive at the purchase price of the road service. It is the intention of the Railway Department, as with passenger transport, to provide duplicate road and rail services over the main routes. This will, in the main, have the tendency to confine the activities of the private road-transport operator to short-distance haulage and acting as a feeder service to the State owned road and rail services.

A restriction has been placed on road operators not operating over a defined route by a recent legal provision which prohibits the carrying of goods in competition with the railways for distances in excess of 30 miles, except in those instances where the commodities concerned can be best handled by road transport.

2. No information available.

2. Only within the road goods transport industry have licences been issued to operators restricting them to the carriage of particular classes of goods within certain areas or over certain routes.

3. No information available.

3. None, prior to the introduction of the Transport Licensing Act, 1931.

4. It is difficult to assess the proportions of general improvement in the transport industry that are due to general economic recovery and other factors and to administrative action respectively. The following figures give details of the total improvements in railway traffic and road-transport traffic since the introduction of the Transport Licensing Act.

The control of road passenger services was undertaken in 1932 and road goods services in 1933.

	1935	1936
	£ sterling	
<i>Passenger revenue:</i>		
Railways	1,368,688	1,466,617
Road services	872,132	929,480
<i>Goods revenue:</i>		
Railways	4,430,530	4,659,714
Road services	2,037,000	2,070,000

Profits and losses :

Railways, goods and passengers : losses	1,243,395	1,248,574
Road passenger services : profits	65,393	97,488
Road goods services : profits	215,000	265,000

Total capital investment on road services :

Passenger services	870,583	737,050
Road services	2,237,000	1,924,000

5 (a) The Railway Department quotes for door-to-door deliveries — *e.g.*, furniture and effects — throughout New Zealand, which consists mainly of the north and south islands, which are connected by a privately owned steamer service. The Department arranges for the steamer freight, and also arranges for collection from house to house transit either in its own lorries or in conjunction with local carriers.

The Railways have free delivery areas, where goods are delivered from the rail to store or shop. The areas covered are town areas only. The rail charge includes the delivery charge.

Truck rate system — whereby the road operator or an organisation of road operators in two centres guarantees to send so many railway-truck loads of goods each week between the two centres. The Railway Department quotes a special rate for the trucks. The freight is collected by members of the carriers' organisation at one end and delivered by members of the same organisation at the other end. The freight charge made by the organisation covers collection, the rail freight and delivery.

(b) Through tickets and waybills cover mainly passenger transport :

Through the Government Tourist Bureau. — This Department issues boat, rail, air and road service tickets for all services in New Zealand, deducting 10% of the fares for commission. Tickets are also issued to cover travel by road and rail, rail and boat, or for all three means of transport, the tickets necessary being enclosed in a folder.

For a through road service embracing three or four operators, through tickets can also be issued by the booking-offices of the firms concerned or their agents.

The railway may issue tickets for combined rail and road travel and so on. There is a fairly complete system of booking-offices, the Government Tourist Bureau being the main one.

(c) There are special rates on certain routes covered by one means of transport, but of very little importance.

(d) None, apart from those already mentioned, including the "truck-rate" system outlined in (a) of this section.

**Netherlands :
Home
Territory**

1 and 4. The principles on which the Government's policy is based are as follows :

All means of transport must be considered as a whole.

Private road-transport undertakings cannot be allowed to take remunerative transport in the densely populated districts while leaving the less remunerative transport in the less populated parts of the country to the railways.

The freedom of means of transport seriously competing with the railways must be limited by licences and concessions as regards the transport of passengers and goods.

	Railway	Road	Inland navigation
Netherlands (continued): Home Territory (continued)	<p>Unprofitable railway lines must be abandoned.</p> <p>In districts no longer served by abandoned railway lines, other means of communications must take their place. If necessary, such new means of communication may be subsidised out of the Communications Fund (Verkeersfonds).</p> <p>When the canals now under construction have been completed, no further ones will be constructed if they are liable to be detrimental to the Communications Fund.</p> <p>No monopolies will be granted for road transport.</p> <p>2 and 3. No information available.</p> <p>5 (a) Contracts have been concluded between the railway companies and other transport companies arranging for communications in individual parts of the country.</p> <p>(b) There are through waybills for the different means of transport.</p> <p>(c) No information available.</p> <p>(d) No information available.</p>		
		* * *	
Netherlands Indies	<p>1. The action of the public authorities is confined to the limitation of competition between the different means of transport, while leaving transport undertakings free to agree on the division of the volume of passengers and goods to be carried.</p> <p>Regulation is solely based on the principle that any authorisation liable to cause serious economic difficulties must be refused.</p> <p>2. The distribution of traffic is settled independently of the measures adopted to ensure safety and smooth operation.</p> <p>3. Transport commissions will be set up in 1937. These commissions will keep in touch with questions connected with the transport of goods; they will intervene in the event of conflicting interests between transport undertakings, and the Director of Traffic and of the "Waterstaat" may consult them before taking steps concerning the transport of goods.</p> <p>4. As results have not hitherto been satisfactory, the commissions described under 3 have been set up.</p> <p>As regards the transport of passengers, excessive competition has already been reduced by the refusal of authorisations.</p> <p>5. There are no special measures to facilitate transport co-ordination.</p>		Inland navigation of no importance.
Poland	<p>1 and 2. The application of the concession system with the commercial transport of passengers and goods by mechanically propelled vehicles (motor vehicles) is designed, <i>inter alia</i>, to co-ordinate such transport with other means of communication, more particularly the railways. As far as relations with the railways are concerned, the principle underlying the system of concessions is to accord the most liberal treatment to motor services. With a view to satisfying adequately the traffic requirements of the population, concessions for the commercial transport of passengers and</p>		No information available.

goods by mechanically propelled vehicles may only be issued to contractors who have sufficiently strong financial backing. The existence of a railway line does not preclude the establishment of an undertaking for the commercial transport of passengers and goods by motor vehicles on roads running parallel with the railway.

A certain co-ordination in the operation of both these forms of transport is secured by the proper correlation of motor-omnibus time-tables, which are approved by the authority issuing the concession for commercial transport by motor-omnibuses.

As regards the commercial transport of goods, the operations of motor vehicles and railways were until recently co-ordinated by means of a minimum tariff, but this co-ordination is now effected by fixing the tonnage of the mechanically propelled vehicles serving a given route.

As Poland still has an insufficient number of motor vehicles, tonnage restrictions in commercial motor services are only applied on a few long-distance routes.

3 and 4. Undertakings exist for the commercial transport of goods by motor vehicles on particular routes. In addition, it is proposed to issue concessions for the commercial transport of goods by motor vehicles in particular areas inside the boundaries of a few districts, but only to persons who submit to the authority issuing the concession an agreement concluded with the State Railways concerning co-operation with the railways (joint service) in the commercial transport of goods by motor vehicles.

5 (a), (b), (c) and (d) As motor transport in Poland is still comparatively undeveloped, co-ordination between motor and rail transport can easily be secured. In the case of the commercial transport of passengers, this is achieved by means of the motor-omnibus time-tables which are fixed (approved) by the central authorities, so as to provide the necessary connections with railways and to comply with the principle that motor-omnibus departures shall take place at corresponding intervals between the arrivals and departures of trains. In the case of the commercial transport of goods, it was until recently compulsory for concession-holders to observe the minimum tariffs and transport schedules approved (regularity of transport). As this had the effect of hampering the development of motor services generally, tare-weight regulation has now been introduced, in the sense that only on a few long-distance routes is a restriction imposed on the tare weight of the motor vehicle which can be used for transport on those routes. Furthermore, the foundations have been laid of a system of combined transport by motor-car and rail on a single waybill on the basis of agreements concluded between the motor-transport concerns and the State Railways.

Roumania

1, 2, 3 and 4. No information available.

1, 2, 3, 4 and 5. No information available.

1, 2, 3 and 4. No information available.

5 (a) Through rates and tickets are provided by the railways and shipping companies for combined rail and water transport.

5. Agreements exist between the State river-navigation undertaking and the Roumanian railways for combined transport rates.

	Railway	Road	Inland navigation
Roumania (continued)	The transport of goods is effected on a combined waybill and bill of lading.		(a) The Roumanian railways and river-navigation undertakings also participate in the various international through rates organised by the main Danube shipping companies and the railways of the Danube countries. (b) Through passenger-tickets and waybills are used under the combined Roumanian railway and river-navigation tariff. (c) Certain special rates exist in the case of combined railway and river traffic, so that each undertaking may assist the other by increasing its traffic. (d) Agreements exist between the various Danube shipping companies — <i>e.g.</i> , for the transport of petroleum products.
	(b), (c) and (d) No information available.		
Siam	1. The Board of Railway Commissioners and the Committee on Highways are so organised and appointed that the authorities concerned with the various means of transport are represented thereon, the aim being so to co-ordinate those means of transport that they may supplement each other instead of competing with one another. 2, 3, 4 and 5. No, the necessity for doing so not having arisen.		1, 2, 3, 4 and 5. No information available.
Sweden	1. On June 30th, 1932, the King in Council requested certain administrators to assist in carrying out a comprehensive enquiry into the question of measures to settle the relationship between motor traffic, railways, and navigation, and questions connected therewith, in a sound manner, from various points of view. These persons, who undertook to enquire into the traffic of the year 1932, sent in a comparative summary of railway and road traffic on January 19th, 1934 (State Official Reports, 1934 : 33), gave an opinion on February 28th, 1935, together with a draft decree relating to public motor traffic (State Official Reports, 1935 : 12), and on February 29th, 1936, reported on the relationship between land and sea traffic (State Official Reports, 1936 : 16). No decision regarding State intervention has, however, yet been taken. Further enquiries are being made into these questions. 2. On granting concessions for motor-car or railway lines, certain consideration is given to existing transport undertakings. See under A.1 (g), page 83. 3. There is a considerable degree of co-operation between rail and omnibus traffic, on the initiative of the respective administrations.	3. There is a considerable degree of co-operation between rail and omnibus traffic. Of the 3,032 road-traffic undertakings in the country at the end of the year 1932, only 122	2. No information available. 3. Co-operation takes place between the various shipping undertakings in accordance with private economic principles. In a small number of cases, there is also co-operation

In the case of the State Railways, such traffic co-operation (promoted by the railway administration) took place in 1935 between sixty-nine stations and ninety-six different omnibus lines. In addition, the State Railways have reached an agreement with the General Post Office regarding joint traffic with fourteen postal omnibus lines.

The private railways have, to a great extent, similar co-operation in both passenger and goods traffic with omnibus lines and other motor-car lines.

A number of railways, including the State Railways, operate omnibus and motor-car lines of their own.

had no connection with any place situated on a railway. Of the 2,000 railway-stations in the country, 1,238 were connected with motor-car lines.

In the case of the State Railways, such traffic co-operation (promoted by the railway administration) took place between sixty-nine stations and ninety-six different omnibus lines. In addition, the State Railways have reached an agreement with the General Post Office to sell through tickets to and from certain stations in traffic with fourteen postal omnibus lines. In the case also of the private railways, through tickets are sold for traffic between railways and omnibus lines.

Similar co-operation takes place for goods and passenger traffic, and through tickets are sold to a very considerable extent.

between navigation and other means of traffic for the carriage of goods. In tourist traffic, such co-operation is frequent — *e.g.*, for round trips, combined or alternative boat, train and motor-car journeys, for which through tickets are on sale.

A number of the larger shipping companies also operate motor-car lines of their own.

4. Where agreements have been reached on the subject, the means of transport have been utilised to better advantage.

5 (a) No information available.

5 (a) No information available.

5 (a) In certain port tariffs, goods transhipped from vessels to motor vehicles or railways, or *vice versa*, are subject to lower port dues. See also under 3 above.

(b) In the cases mentioned in 3 above, through tickets are generally sold both for passengers and goods.

(b) No information available.

(c) Special tariff reductions are sometimes applied for routes on which sea traffic is also maintained — *i.e.*, in joint traffic with certain regular steamship routes.

(c) No information available.

(c) No information available.

(d) No information available.

(d) No information available.

(d) No information available.

Czechoslovakia

With a view to obtaining co-ordination, especially between road and rail transport, the Government of the Republic has appointed a special Committee to draw up a general transport plan.

1. Action by the public authorities in this connection, as described in the replies to the questions in Section A of the questionnaire, for the moment aims rather at checking the competition offered to the railways by certain kinds of motor transport, considered unsound or undesirable from the point of view of the national economy, than at establishing co-ordination between them.

	Railway	Road	Inland navigation
Czechoslovakia (continued)	<p><i>Railway/Inland Navigation.</i></p> <p>1. The relation between the Czechoslovak State Railways and shipping companies (most of which are owned by the State) has been settled in detail by a contract in which provision is made for the following :</p> <p>The issue of documents for through transport by combined rail and river services, the increase of the legal and material security of such transport and the other advantages which may accrue through close collaboration ;</p> <p>Tariffs for through traffic in districts served, on the one hand, by rail and, on the other, by inland waterways ;</p> <p>The safeguarding of affiliated undertakings through a common policy of tariffs and advertising.</p> <p>2. The tendency to distribute transport between railways and motor services exists independently of any measures taken to ensure safe and easy traffic. In this connection, it is characteristic that safety of road transport is governed by a different law (Law on Motor Vehicle Traffic) from the law dealing with the Regulations governing, and the taxation on, motor transport (Law on Transport by Motor Vehicles and the Taxes to which it is subject).</p> <p>3. No attempt has been made to promote agreement between the various means of transport. The tendency to favour agreements between rail and road services appears to a certain extent, in the provisions referred to above, concerning reductions of the tax on tickets for mass transports (cf. B.2, page 253), and in the provisions concerning the reduction of taxes on the private transport of goods if the undertaking in question comes to an agreement with the railway authorities regarding the utilisation of its motor vehicles (cf. B.4, page 254).</p> <p>4. Experience up to the present has not been sufficient to enable an answer to be given to this question.</p> <p><i>Railway/Inland Navigation.</i></p> <p>5 (a) Mention should be made of the transshipping tariffs applied to the transport by rail of goods intended for subsequent transport by water. Further, there is a through tariff for combined rail and water transport between Hamburg, Magdeburg, Dresden and the ports of Bratislava and Komarno, on condition that the previous or subsequent transport should be on the Danube. The tariffs are inclusive. These tariffs apply to the Czechoslovak State Railways and the Czechoslovak Elb shipping company.</p> <p>The through tariff also applied to combined transport between the Polish Railways and the Danubian States which passes over the Czechoslovak Railways with transfer of goods in the ports of Bratislava or Komarno. This tariff, which applies to the Polish State Railways and the Czechoslovak State Railways and the Danubian shipping companies, which carry on a regular transport service, provides for inclusive rates by rail and special rates by water.</p> <p>(b), (c) and (d) No information available.</p>	<p>2. No information available.</p> <p>3. No information available.</p>	
Turkey	1, 2, 3, 4 and 5. As competition is not sufficiently keen in Turkey, no provision has been made for co-ordination.		No inland navigation.

**Union of Soviet
Socialist
Republics**

1. The rational co-ordination of the various means of transport is assured by the system of State plans to which these means are subjected, in the same way as are all other elements of Socialist economy. The monthly plans for the three means of transport under consideration are drawn up by the Government, and the execution of these plans is obligatory upon both the transport services themselves and the State enterprises and other economic units served by them.

2, 3, 4 and 5. No information available.

Railway/Inland Navigation.

2. Transport of goods in combined through traffic by rail and water, the conditions of the transfer of goods at point of transshipment and the methods of accounting between railways and shipping services are dealt with in special regulations.

3. The reciprocal liability of railways and shipping services for failure to carry out projects concerning the transshipment of goods in combined traffic is decided by legislation.

4. An official list fixes the points of transshipment at which railways effect the transfer of goods to shipping services and *vice versa*.

5 (a) A special regulation governing combined through traffic by rail and water for the carriage of passengers.

(b) In combined through traffic, use is made of through waybills, valid from the point of departure to the destination, through luggage bookings and through tickets for passengers.

(c) and (d) No information available.

Yugoslavia

1, 2, 3, 4 and 5. No information available.

1. No action has been taken with a view to the rational co-ordination of transport.

2. No attempts have been made to distribute traffic, apart from the measures adopted to ensure safety and smooth operation.

3. No attempts have been made, prior to administrative action, to promote agreements between the various means of transport.

4. The Union of Motor-omnibus Undertakings of Yugoslavia has been authorised to organise motor-omnibus transport throughout the whole kingdom, in order that such transport may later be co-ordinated with railway transport.

5. No special measures exist for facilitating transport co-ordination.

1, 2, 3, 4 and 5. No information available.

D. *Measures for protecting, safeguarding and adapting Means of Transport.*

D. 1, 2 and 3.

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1. *Are any special measures, other than, for instance, those mentioned under A.1 (f) and (g) and 3 (d) above, taken on behalf of a given means of transport?*
2. *Are there any measures (tariffs, for instance) prompted by general considerations which are prejudicial to a given means of transport? In such cases, is compensation given by the State and, if so, what?*
3. *Are any measures taken by a means of transport (for instance, railways) with a view to adapting it to the situation created by the development of other means of transport (such as technical reorganisation, rationalisation of services, speeding-up of transport, additional facilities for users, etc.)?*

	Railway	Road	Inland navigation
Union of South Africa	<ol style="list-style-type: none">1. There are no special measures taken on behalf of a given means of transport.2. There are no measures prejudicial to a given means of transport.3. The incidence of competition is only partially responsible for improvements affecting any railway transport which are mainly due to the desire for progress and economic working. Competition is an important factor; and in suburban areas, where the incidence is most felt, the conversion of suburban lines in the larger centres from steam to electric traction has either been, or is being, effected. The general speeding-up of main-line trains, following an extensive programme of improvements to tracks, bridges and locomotives, coupled with a quotation of a special rate for motor-cars and bicycles accompanying passengers to holiday resorts, has had the effect of diverting holiday-makers from the roads to the rail. <p>Long-distance goods traffic is protected by the provision of the Motor-carrier Transportation Act. To cope with competition over short distances, combative road services have been inaugurated.</p>	<ol style="list-style-type: none">3. See answer opposite, under "Railway".	No inland navigation.

**Argentine
Republic**

1, 2 and 3. No information.

1, 2 and 3. No information.

1, 2 and 3. No information.

**Australia:
Common-
wealth**

1. There are no special measures taken on behalf of a given means of transport.

2. Tariffs are framed by the railways for goods in nine classes, and the principle adopted in classifying the goods is to charge what freight rate the traffic can bear. With motor-carriers charging a flat rate for all classes of goods, as against the railway method of charging what the traffic will bear, the experience is that the motor-carriers are getting the carrying of wool and other high-class traffic, and leaving to the railways the carrying of agricultural produce, manures and such like, which are carried at unremunerative rates. These tariffs were fixed according to classes of goods used in the national economy of the people. Wheat, flour and other agricultural products necessary for life bear the lowest rates, while ice-chests, gramophones, plated goods, etc., not being necessities, are classified at the highest rates.

In some instances, the Minister administering the Commonwealth Railways Act, in order to assist in the development of a large territorial area, directs the Commissioner to reduce rates or to depart otherwise from an existing practice. Where the direction adversely affects the accounts of the railways, the loss occasioned to the Commissioner is certified to by the Commonwealth Auditor-General, and the amount involved is provided by Parliament in the Annual Appropriation Act and paid to the Commissioner. There is provision in the Commonwealth Railways for this procedure.

3. As previously stated, a new railway is being constructed from Port Augusta to Red Hill. New locomotives and tenders are being constructed to provide a fast express service and to haul heavier loads. With the opening of the railway from Port Augusta to Red Hill, it is anticipated that twenty-four hours will be saved in the journey between Perth and Sydney, a distance of 2,759 miles.

3. No information.

Railway

Road

Inland navigation

Australia
(continued):
Commonwealth
(continued)

The lounge-cars and the dining-cars on the Trans-Australian trains have been equipped with air-conditioning plants; and the comfort of the passengers is being constantly studied in every direction.

Fares have been reduced. Holiday excursion fares (at one and two-thirds of the single fare) between the Eastern States and Western Australia have now been adopted as the ordinary return fares. In other cases of inter-capital travel, return fares on the basis of two single fares less 10% have been adopted.

A comprehensive scheme on a national scale for advertising railway travel through Australia has been entered into by the Commonwealth Railways and the State Railway systems.

Reductions have been made in the rates for wool and in other commodities. More would be done in this direction to develop traffic between the Eastern States and Western Australia, but the Western Australian Railways have refused to co-operate with the Commonwealth Railways and the other systems in quoting reduced rates for through goods business, much of which, as a consequence, is now carried by steamers.

* * *

Western Australia

1. There are no special measures other than those mentioned in the answers to the two questions given below.

2. There are no special measures, but in several instances road services are subsidised by the State as an inducement to provide low tariffs, etc.

3. In several instances, improved rail facilities have been provided. In addition, extensive rail tariff reductions have been allowed. These improvements were not, however, provided

3. No information.

There are no navigable waterways.

to cope with competitive forms of transport; but in the general course of business, having been made financially possible when road transport competition had been eliminated.

* * *

**South
Australia**

1, 2 and 3. The Board does not grant road licences or permits (except in special circumstances) in districts which are well served by the railways. Where a sufficient number of road licences operate, the Board does not encourage further competition, and it refuses permits to casual carriers who would unnecessarily compete with the licensed services, even though the casual carriers may offer to carry at lower rates. The Railways have endeavoured to meet road competition (the greater part of which is due to privately owned cars and to lorries in which persons carry their own goods, these not being subject to control by the Transport Control Board) by reducing rates, improving rolling-stock, speeding up trains and providing other improved facilities.

1, 2 and 3. No information.

* * *

**New South
Wales**

1. No special measures have been taken on behalf of a given means of transport.

2. There are no measures prompted by general considerations which are prejudicial to a given means of transport.

3. Measures have been taken to combat conflicting forms of transport. These include :

- Reductions in rates and fares;
- Acceleration of services; running of additional services;
- Provision of new and improved types of trains and rolling-stock generally;
- Provision of sleeping accommodation for other than first-class passengers;
- Appointment of special commercial officers to canvass for traffic; and
- Increased publicity.

As regards tramways, the measures taken include :

- Reduction of fares;
- Acceleration of services;
- Concession fares during off-peak hours; and
- Modernisation of tramway rolling-stock.

3. No information.

3. There are no measures taken with a view to adapting transport by inland navigation to the situation created by the development of other means of transport.

* * *

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : Queensland	<p>1. One of the primary objects of the State Transport Act was the protection of the railways and other existing means of facilities from uneconomic competition.</p> <p>2. This is dealt with in reply to C.5 (c), page 261. The railways are not compensated for the loss of traffic by rates which are designed in keeping with the policy of decentralisation to divert traffic to shipping companies at Central and Northern ports.</p> <p>3. Some of the actions taken by the Railway Department to meet motor competition are given below :</p> <p>Introduction of cheaper fares in the metropolitan suburban area between 9.30 a.m. and 4.45 p.m., and issue of weekly season tickets ;</p> <p>Extension of availability of cheap tickets to the seaside ;</p> <p>Reduction in fares and guarantee for special trains ;</p> <p>Quotation of special rates and entering into contracts for specific periods ;</p> <p>Reduction in freight charges on certain lines of traffic up to 100 miles ;</p> <p>General reduction in freights and fares ;</p> <p>Revision of Regulations in regard to railing days ;</p> <p>Allowance of goods of a lower or higher class to assist each other to obtain the truck-load and class-rate minima ;</p> <p>Establishment of Traffic Advisory Boards in large centres of the State. These Boards meet at least once monthly and comprehen-</p>	<p>3. No information.</p>	<p>No inland navigation.</p>

sively survey the position of the department in relation to competition with other means of transport and submit recommendations ;

Withholding of lower classification and concession rates from persons who use motor transport for higher rated traffic ;

Allowance of free return of motor-cars and motor-cycles with side-car (accompanied by two passengers) and motor-cycles (accompanied by one passenger) accompanying passengers on holidays.

Allowing extended break of journey to railway passengers to and from competitive points if they travel both ways by rail.

Allowing a concession of 75% on season tickets to wives of season-ticket holders, etc.

* * *

Tasmania

1 and 2. No information.

1, 2 and 3. No information.

1, 2 and 3. No information.

3. The railways have adopted Sentinel Cammell steam-cars and improved passenger units for their services, and passenger services have been speeded up.

* * *

Victoria

1. See answer to C under "Railway" and "Road", page 261.

1. No information.

Inland navigation of no importance.

2. Many special railway rates, particularly freight contract rates, are made in competition with road transport. Free and open competition exists between the railways and road transport in respect of rates. No compensation is given by the State.

3. Apart from the making of special railway rates to meet the competition of road transport, progressive improvements in service have been made to attract railway patronage. Railway services, for both passengers and goods, have

3. No information.

	Railway	Road	Inland navigation
Australia (continued): Victoria (continued)	<p>been increased and greatly accelerated, and trains have been scheduled at more convenient times. The conditions in respect of the packing of certain classes of goods have been considerably liberalised, and door-to-door delivery has been arranged in many cases. Increasing use is being made of containers, especially for the carriage of parcels and fragile goods.</p> <p>Substantial reductions have been made in passenger fares generally, and the comfort of passengers has been catered for by improving the railway tracks. Experiments are now being conducted in the use of motor-cars upon branch lines of sparse traffic, in order to provide at low cost a faster and more convenient service.</p>		
Austria	<p>1. There are no special protective measures other than those mentioned under A.1 (f) and (g), pages 70 and 79.</p> <p>2. Railways and, to a lesser extent, shipping companies are required, for reasons of public utility and in the interest of the State, to carry certain goods and certain classes of passengers at specially reduced rates.</p> <p style="text-align: center;">As regards the restrictions applied to motor traffic by the ordinance on motor-lorry traffic, see C.1, page 264.</p> <p>The State provides compensation to undertakings only in respect of certain classes of transport at reduced rates — <i>e.g.</i>, reductions granted to public employees.</p> <p>3. See particulars under C. 2 and 3, pages 264.</p> <p>In the case of goods transport, an attempt was first made to introduce reduced rates for specified goods and routes. A general reduction was subsequently made by applying the "short-distance scale" ("Nahbareme") to articles in the higher tariff categories for distances not exceeding 100 kilometres, provided certain</p>	<p>3. No information.</p>	<p>3. An active policy of rationalisation is being pursued in the sphere of navigation. For the past few years, a pool of Austrian, Hungarian and German Danube navigation companies has been in existence. Attempts are being made, in the interests of all parties, to extend this pool to include all Danube shipping companies.</p>

minimum quantities were consigned in this way by a single consignor. Furthermore, the tariff charged for full trucks was also applied to single packages sent by *one* consignor from *one* station with several waybills for various stations of destination. This facility was later extended to consignments made in several stations by *one* consignor only, provided considerable quantities were thus consigned.

In order to compete with road transport, door-to-door consignments (now abolished) were introduced, enabling single parcels to be transported promptly and at reasonable rates, and on the sole responsibility of the railway, from the house or business headquarters of the consignor to the house or business headquarters of the consignee.

The speeding-up of the collective transport of single packages for long distances is also of some importance. Such transport was intended to keep or regain for the railways the custom of business-men. For this purpose, "light goods trains" were even introduced for large consignments. Special trains are also being run with a similar object for milk transport, and containers have recently been introduced in considerable numbers.

Belgium¹

1. No information.

1. In order to safeguard the receipts of undertakings already established, the specifications of motor-bus services sometimes prohibit the taking-up or setting-down of passengers on certain common sections; moreover, the general regulations applicable to motor-coaches provide that these may not be converted into real motor-bus services — that is to say, they are generally required to make a fixed tour.

1. No information.

¹ See A.1 (a) and (b), page 18.

	Railway	Road	Inland navigation
Belgium (continued)	<p>2. Certain reduced tariffs prompted by general considerations are made compulsory on the railway administrations, such as reductions for large families, disabled ex-servicemen, soldiers, etc. Several of these reduced tariffs have been embodied in the contracts which will henceforward have to be accepted by motor-bus companies.</p> <p>The State pays compensation to the Société nationale des Chemins de fer belges and the Société nationale des Chemins de fer vicinaux for reductions granted to large families.</p> <p>3. In the sphere of the reorganisation of services, the efforts of the railway companies have been concentrated on increasing productive work. The Société nationale des Chemins de fer belges has, in particular, endeavoured to achieve this aim by :</p> <p>Regrouping of services, and particularly of the workshops, many of which have been abolished ; and improvement in methods of work in the offices, where mechanisation has been carried to an advanced stage ; the introduction of planning for all works, including those on the track ; the organisation of chain labour to the greatest possible extent ; the improvement of working conditions, particularly by the provision of better lighting ; the creation of a modern industrial accountancy system and of improved statistical and documentary services.</p> <p>From the point of view of operation, this Company has endeavoured to increase the number of installations open for traffic and has regraded the existing installations. Realising the excessive operating costs of certain lines with small traffic, the Company has introduced on these lines a simplified method of operation which, at present, extends to nearly a quarter of the total lines.</p>	<p>3. No information.</p>	<p>2. No information.</p> <p>3. No information.</p>

The number and speed of passenger trains have been increased. More frequent services, with trains at fixed intervals on certain lines, have extended the travelling facilities in Belgium.

The loads and speed of goods trains have also been increased, and their time-tables adjusted so as to speed up transport.

Consignments in complete wagon-loads have been speeded up as far as possible, and those intended for export through Belgian ports are sent in a single night and delivered at the wharf at a fixed time.

The Company has doubled the number of motor-lorry undertakings for the collection and delivery of parcels at home; at present, it has a house-to-house service in 1,300 communes, with a total of six million inhabitants.

The principal means employed by the Société nationale in its endeavour to maintain its traffic has been the introduction of numerous special tariffs, determined by the necessities of competition with other means of transport. It has endeavoured to deal with this problem on broad business lines, on the principle that in a comparatively simple tariff system, such as its own, some prices suitable for one particular class of goods as a whole may normally, in special circumstances, become prohibitive for some of them, and that a special tariff then becomes necessary for such goods, taking into account the conditions of tonnage and material employed. Railway costs are thus reduced to a minimum.

Apart from these special tariffs, there are other kinds — namely :

The special tariffs which the Société nationale has created for promoting the activities of certain industries; the special tariffs for competition with foreign routes; the special tariffs set up to acquire occasional traffic, generally due to public works; the

Belgium
(continued)

Railway

special tariffs introduced to maintain facilities for the transport of certain goods ; the special tariffs for competition with waterways and motor transport. These tariffs are so devised as not to affect the receipts of traffic not subject to competition.

As regards stock, the principal changes have been the putting into service of 1,500 metal coaches, "Superpacific" locomotives, electric trains on the Brussels-Antwerp line, and single, double and treble rail-motors driven by steam, Diesel engines and Diesel electric engines.

Similar progress has been made in the standardisation and utilisation of locomotives, coaches and wagons.

The following reforms preceded the reorganisation of the service of rolling-stock and locomotives :

Centralisation of the allocation of locomotives for the whole system by a single service ; centralisation and specialisation of workshops, so as to ensure continuous work with fewer shops ; simplification and standardisation of the maintenance and distribution of rolling-stock and locomotives ; reduction and centralisation of locomotive overhaul and major repairs workshops.

As regards the permanent way — to ensure the safety of trains travelling at great speed — it has been necessary to provide the railway system with a very solid permanent way and with a perfect lay-out, the entrance and termination of curves being specially designed to obviate shocks.

The signalling systems have also been improved.

Various improvements have been made in order to increase safety at level-crossings.

Road

Inland navigation

The Société nationale has given attention to the goods service installations; modern sheds to meet present-day requirements have been constructed at a large number of stations.

Important changes aimed at improving the services and increasing the facilities offered to the public have been made in the goods reception services at main stations.

In order to meet the situation resulting from the economic depression and from competition, the Société nationale des Chemins de fer vicinaux has also taken steps which may be summed up as reduction of expenditure and modernisation of equipment. It has energetically pushed forward the electrification of lines on which the volume of traffic is sufficient to justify such a step. On lines with less traffic, it has replaced steam-trains by rail-motors. At present, about 250 rail-motors are in use and are much appreciated by the public.

Brazil

1, 2 and 3. The Brazilian Government has taken no measures to protect railways. Apart from the provisions already mentioned, nothing has been done for the benefit of the railways. In a general way, railway managements are trying to improve their services to meet the competition of road transport. For this purpose, they are creating commercial and railway propaganda departments, speeding up traffic and instituting road services.

1, 2 and 3. No official steps have been taken to increase or protect road traffic.

1, 2 and 3. No special steps have been taken, since competition in inland navigation is practically non-existent at the present time.

United Kingdom

1. *Railways.* — No special measures have been taken on behalf of railways.

Tramways and trolley vehicles. — Tramway services are in some cases protected by an obligation imposed upon a public service vehicle

1. No special measures have been taken on behalf of road transport.

1. *Canals.* — No special measures have been taken on behalf of canals.

United Kingdom (continued)	Railway	Road	Inland navigation
	operator to charge higher fares on a tramway route than the corresponding tramway fare.		
	2. There are no measures promoted by general considerations which are prejudicial to a given means of transport.		
	<p>3. <i>Railways.</i> — In recent years, much has been done by the railway companies in the direction of rationalisation, speeding up and provision of additional and improved facilities, which has mitigated competition. Rates of fares for both goods and passenger traffic have also been reduced to a level competitive with the charges offered for transport operated under vastly differing conditions. Such reductions were not applied to traffic not affected by road competition. Further, as regards passenger traffic, the railway companies have recently offered more and more attractive facilities, special reduced fares, etc.</p> <p>As regards goods, the railway companies have endeavoured to provide more attractive facilities, such as the extension of the use of containers, by which means a door-to-door transit is given, avoiding intermediate handling; also the opening of rail-head distribution centres to which traffic can be sent in bulk for disintegration and separate delivery, and improved warehouse accommodation.</p> <p><i>Tramways and trolley vehicles.</i> — In the case of tramways, much has been done in this direction by means of (a) substituting the tramways by trolley vehicles or motor-omnibuses; or (b) improved rolling-stock and higher speeds.</p>	<p>3. As regards road transport, there is a tendency towards the formation of larger units and, as regards passenger services, the control exercised by the Traffic Commissioners has enabled operators to undertake some rationalisation of services which would have been impracticable under the conditions of unrestricted competition which previously prevailed. Great technical progress has been made by both forms of road transport.</p>	<p>3. <i>Canals.</i> — In individual cases, important measures have been taken by private initiative to meet the competition created by the development of other means of transport.</p>

Bulgaria

1. No special measures have been taken on behalf of railway transport.

2. State Railways have established protective tariffs, but only in localities where the competition of road transport is too severe.

3. The measures taken by the railways are the following :

Speeding-up of trains; improvement of travelling conditions; speeding-up of goods transport; abolition of formalities; granting of new facilities to railway users, etc.

1, 2 and 3. No information.

1, 2 and 3. No information.

Canada

1. There are no special measures taken on behalf of a given means of transport.

2. The State grants compensations according to the Maritime Freight Rates Act, but not according to the Crow's Nest Agreement Act.

3. The railways have, in some sections, made their rate inclusive of collection and delivery service on less than car-load lots and have substantially reduced their rates which do not include collection and delivery, on both car-load and less than car-load traffic, to meet the competition of trucks and water-carriers.

2. There are no measures prompted by general considerations which are prejudicial to road transport.

3. There are no measures with a view to adapting road transport to the situation created by the development of other means of transport.

2. One steamship is subsidised to run between Point Pelee and Kingsville, Ont., on Lake Erie — Government subsidy under the Department of Trade and Commerce.

3. There are no measures with a view to adapting inland navigation transport to the situation created by the development of other means of transport.

China

1. There are no other measures taken on behalf of railway transport.

2. There are no measures prompted by general considerations prejudicial to railways.

1. No special measures besides those mentioned.

2. So far, no measures prompted by general considerations have been taken which are prejudicial to road transport.

1. No special measures besides those mentioned have been taken on behalf of transport by water.

2. State river undertakings must grant reduced rates for transport on behalf of the State or a public service, or the transport of monopoly products. In return, the State transport companies are given preference for such transport.

	Railway	Road	Inland navigation
China (continued)	3. The traffic on certain railway lines has been affected to some extent by the establishment of new road and air services. This has made it necessary for the railways to carry out improvements by providing faster transport and better accommodation for passengers, so as to recover the former traffic.	3. Special measures, such as rationalisation of service, speeding-up of transport, additional facilities and reduction of fares, have commonly been taken in highway transport, in order to adapt to the situation created by the development of other means of transport.	3. Road development has done a considerable amount of harm to shipping. Shipping undertakings have accordingly endeavoured to meet the new situation by improving their services and the accommodation for passengers.
Ecuador	1. The State has a monopoly over the State Railways and has a controlling interest in the Southern Railway (Guayaquil and Quito Railway Co.). 2. Notwithstanding the general competition of motor traffic, due to the continual development of the high-road system, railway rates have been established so as not to prejudice the interests of owners of other transport undertakings. In other words, the volume of traffic now carried by the railways as a result of the greater length of their lines enables them to operate on a sound business basis while offering the public the advantages of increased efficiency and greater convenience. What is now aimed at is an economical transport policy with the object of stimulating indirect productive capacity, etc. 3. There has thus been a substantial rise in the railway revenues, notwithstanding the present economic difficulties due to competition in the form of an increase in other means of transport.	1, 2 and 3. No information.	1, 2 and 3. No information.
Estonia	1. There are no special measures taken on behalf of a given means of transport. 2. There are no measures prompted by general considerations which are prejudicial to a given means of transport. 3. The railway administration has technically reorganised its services, has speeded up transport and has lowered tariffs for passengers and goods.	3. There are no measures taken by road and inland navigation transport with a view to adapting it to the situation created by the development of railway transport.	

1. No special measures have been taken on behalf of any given means of transport.

Canal tolls are sometimes collected, the chief of which are those of the Panama Canal, for the operation and maintenance of the canal.

Railways and motor-vehicle lines are aided by being compensated for carrying the mails. Various other aids have been afforded public carriers in the States, such as

land grants to railroads, construction and maintenance of highways, improvements of channels and docks for waterways, and the loan of public funds at low interest rates.

2. There are no measures prompted by general considerations which are prejudicial to a given means of transport.

To a somewhat limited extent, the securing of traffic by the contract truckers without tariff restrictions may be said to work to the disadvantage of common carriers, to whom such a method is not open.

To some extent, the unrestricted rates of the water lines heretofore have also operated to the disadvantage of the railways, whose tariffs are fixed by legal formalities.

3. The measures taken by the railways to adapt themselves to the situation created by the development of other means of transport are the following :

3. No information.

In some situations, the railway companies have substituted bus or truck operation for rail service, where a branch line of railway has been abandoned, or where station-to-station service for short distances parallel to the line of railway is involved. In other cases, extensions of service beyond the line of railway by bus or truck instead of construction of new railway has occurred. Other means employed by railways for meeting truck competition consist of the use of freight containers interchangeable between trucks and railway-cars and the hauling of trucks or their trailers on railway flat cars for the major portion of the haul.

In the passenger field, cheaper rates for the transport of private motor-cars accompanying passengers, air-conditioning of railway-cars, lower mileage fares in all classes of cars, more frequent use of low round-trip fares, modernisation of existing equipment, construction of stream-lined light-weight equipment, speeding-up of the various classes of trains, and lower prices for meals are some of the means used to

	Railway	Road	Inland navigation
United States of America (continued)	secure traffic. In some cases, the railways, in order to maintain their passenger traffic, have provided dual services of rail and bus operation, ostensibly in competition, which gives the prospective passenger the choice of rail or highway transport.		
Finland	<ol style="list-style-type: none"> 1. No special measures have been taken on behalf of railways. 2. There are no special measures prejudicial to transport by railway. 3. Railways have taken the necessary steps to accelerate the speed of trains, increase passengers' comfort and reduce fares. 	1, 2 and 3. No special measures have been taken for protecting, safeguarding or adapting.	1, 2 and 3. No special measures have been taken for protecting, safeguarding or adapting.
France	<ol style="list-style-type: none"> 1. No special measures have been taken on behalf of a given means of transport. 2. There are no measures prejudicial to any of the means of transport under consideration. 3. The rapid development of means of transport competing with the railways (road transport and mechanisation of water transport) has brought railway transport to its maximum perfection as regards speed, reduction of working expenses, comfort provided for passengers, safety, etc. <p>Thus important technical progress has been made as regards traction and rolling-stock, making it possible to speed up passenger transport still further and to draw heavier goods trains.</p> <p>Similarly, the use of self-propelling carriages for passengers over a great number of short or medium distance routes has made it possible to reduce working expenses, to cut down running-times very considerably, and to increase the frequency of trains, thus providing better services for the public.</p> <p>The use of metal coaches for passengers has increased safety and comfort.</p> 	3. No information.	3. No information.

The adoption of a new uniform and perfected signalling system, and of new technical devices to regulate the intervals between trains (block, despatching), has also led to an increase in the safety and efficiency of the railways, which are, fundamentally, the quickest, most comfortable and safest means of transport for long and medium distances.

Greece

1. No special measures are taken on behalf of a given means of transport. No inland navigation.
 2. No measures are taken which are prejudicial to a given means of transport.
 3. Before the Law of 1936, the railways took various steps to suppress competition, such as improvement of schedules and rolling-stock, great reductions in rates, especially the rates for the numerous categories of goods carried by competing road undertakings, increase in the number of districts with a door-to-door service, popular excursion trains, various facilities for groups of passengers, reduction of unemployment tax, etc.
 3. No information.
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Hungary

1. No special measures are taken on behalf of a given means of transport.
 2. No measures are taken which are prejudicial to a given means of transport.
 3. Motor transport has made it necessary for the railways to take special technical measures and to make changes in the running of trains with a view to the protection of passengers and the rationalisation of services. These measures include the motorisation of railways, which speeds up transport, reduces costs and rationalises services.
 3. No information.
 3. No information.
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	Railway	Road	Inland navigation
India	<p>1. No special measures are taken on behalf of a given means of transport.</p> <p>2. The general tariff and the duty levied on motor spirit is alleged by road transport interests to be prejudicial to them. Certain steamship companies complain that the Government guarantee of interest afforded to certain railways in competition with inland waterways is prejudicial to them. Such cases are rare. No change of substance is contemplated, nor is any compensation given.</p> <p>3. Measures of this sort are constantly being studied and put into force by railway administrations.</p>		
Ireland	<p>1. As it was evident that the capital invested in the Amalgamated Railways Company had become largely unremunerative, provision was made by the Railways Act, 1933, for the reduction of the capital by approximately a half. This has resulted in a position of much greater financial stability for the amalgamated company.</p> <p>2. No case has arisen where Governmental measures prompted by general considerations have proved prejudicial to a given means of transport.</p> <p>3. The railway amalgamation referred to under A.1 (c), page 40, above, has been followed by a progressive scheme of reorganisation of headquarters staffs, the rationalisation of services and the elimination of duplicate terminal organisations previously maintained.</p>	1, 2 and 3. No information.	1, 2 and 3. No information.
Iceland	1, 2 and 3. No.		
Japan	<p>1. For the local railways, there are cases in which subsidies are given on certain conditions under the Local Railways Law.</p>	1, 2 and 3. No information.	1 and 2. No information.

2. If local railways or tramways are unable to continue in business and close their services owing to the fact that new national lines are set up near or parallel to them, the Government pays them compensation.

3. As the railways have been suffering from the competition of bus services, which have greatly developed in recent years, they are endeavouring, on the one hand, to cut down their expenditure by rationalising their operations, and, on the other, to reduce fares and run more frequent trains at increased speed.

3. Some measures have been taken in order to adapt inland navigation undertakings to the situation created by the development of other means of transport. (No fuller details have been given with regard to these measures.)

Latvia

1. Apart from the regime described under "A", no other measures of this description have been taken, though the Department of Roads and Highways is obliged, before issuing a concession for the establishment of a regular motor-omnibus service, to consult the Railway Administration in each case, the final decision in the matter resting with the Minister for Communications.

2. There are no measures which are prejudicial to a given means of transport.

3. Among the measures taken by the Railway Administration to protect itself from competition by motor transport and to meet the new situation, the following may be mentioned, apart from the organisation of combined transport referred to under C.5 (d), page 280 : simplification of consignment formalities, increase in the number of trains, speeding-up of goods traffic, speeding-up of trains, opening of new stations and halts, etc.

3. No information.

3. No information.

Liechtenstein

No information.

Lithuania

1. No special measures have been taken other than those mentioned under A.1 (f) and (g), pages 75 and 82, and C.5 (c), page 281.

2. The Minister of Communications has power to fix the routes for motor transport, with due regard to the interests of the railways. Motor-transport fares on routes served both by motor and railway services are the same as third-class railway fares. No compensation is given by the State.

2. There are no measures which are prejudicial to a given means of transport. No compensation is given by the State.

	Railway	Road	Inland navigation
Lithuania (continued)	<p>3. Railway transport has been speeded up. The railways are also contemplating the introduction of door-to-door transport, the simplification of formalities in connection with the acceptance of goods on despatch and a more efficient system of apportioning receipts.</p> <p>Since the development of motor transport, the railways have been increasing train speeds, the frequency of trains, and the number of stops. Rail-cars are in operation on certain lines.</p>	3. No information.	3. No information.
Luxemburg	1, 2 and 3. No measures of protection, safeguarding and adaptation have been taken.		Inland navigation of no importance.
Monaco	See A.1 (a) and (b), page 27.		
Norway	<p>1. No special measures have been taken on behalf of the railways.</p> <p>2. There are no measures prejudicial to railways.</p> <p>3. The railways have carried out technical rationalisation of their transport activities, particularly by constructing motor vehicles and using them for the transport of passengers, and by electrification. The time taken for passenger travel has been considerably reduced and that for the transport of goods has also been shortened. Delivery of goods by lorry has been organised. Cheap trains are run on special occasions, such as skiers' trains in winter and seaside and excursion trains in summer.</p>	<p>1. The State budget for the period July 1st, 1936, to June 30th, 1937, provides a credit of 450,000 kroner for expenditure on the running of the various motor services, and 150,000 kroner for the purchase of motor vehicles engaged in these services.</p> <p>2. There are no measures which are prejudicial to transport by road.</p> <p>3. There are no measures for the adaptation of road transport to the situation created by the development of other means of transport.</p>	Inland navigation of no importance.

New Zealand

1. No special measures other than those indicated above have been taken. The carriage of goods or passengers for hire or reward on the part of unlicensed carriers is not permitted and offences are punishable by fines.

2. In the stress of competition between the State owned Railways and private road interests, the original railway tariff has been, in some cases, abandoned and lower rates, called local rates, were adopted to draw back goods traffic to the railways. The Minister of Railways has full control of railway rates. No compensation is paid to transport interests affected.

3. Whilst the railways in New Zealand have, for many years, been faced with competition mainly for conveyance of parcels and goods traffic both by sea and road, it is only during more recent years — say, from about 1922 — that competition from motor transport assumed serious proportions. By the year 1924, the latter form of competition had become so intense that it was recognised that, if the railways were to hold their own in the field of transport, some definite policy would require to be formulated to safeguard their interests. The initial step taken in this connection was the formation of a commercial branch, whose function it was to conserve the railways' business and seek avenues for the expansion of its activities. In the matter of new business, it was laid down that particular attention would require to be given to the following points :

Offering additional facilities calculated to induce travel in connection with all special events;

Arranging special excursions, house and school picnics, etc.;

Maintaining a close contact with the business and farming communities;

Provision of facilities for the through booking of passengers and goods by rail and allied services between points not served by a continuous line of railway;

3. No information.

Inland navigation of no importance.

	Railway	Road	Inland navigation
New Zealand (continued)	<p>The institution of local rates in certain areas to meet competitive and special conditions.</p> <p>Dealing separately with the passenger and goods sections, the principal matters which have engaged attention are :</p> <p><i>Passengers.</i> — In order that greater convenience might be afforded the public in the matter of the purchase of tickets and the reservation of seats and sleeping-berths, centrally situated booking offices have been established in most of the principal cities. At a number of these offices, luggage may be checked. In addition to these main offices, many agencies conducted by private individuals on a commission basis have been established throughout the Dominion.</p> <p>The institution of rail-cars between various towns near the main centres of population at second-class fares is being developed to speed up passenger transport, provide additional service and reduce costs.</p> <p>A scheme of electrification of suburban railway lines is being adopted to draw suburban passenger traffic. This scheme is nearing completion.</p> <p>A considerable amount of attention has been devoted to the question of fares and, in addition to the lowering of the general fare-level throughout the Dominion, certain reductions in the ordinary rates have been made with a view to meeting particular classes of road competition and with the object of popularising rail travel.</p> <p>Briefly stated, the principal adjustments which have been made as regards fares are the following :</p> <p>Ordinary single fares reduced by approximately 20%;</p>		

Holiday excursion fares for return journeys, previously issued during recognised holidays only and to special events, have now been introduced as the standard return fare. As compared with the fares they displaced, this alteration represented a reduction of approximately 25 %.

In order to cater better for the travel requirements of the country-dweller, provision has been made for the issue of cheap return tickets at approximately the cost of the ordinary single fare from certain country stations to principal centres on recognised shopping days. The issue of these tickets has up to the present been confined to south island districts.

It has been recognised that the development of week-end passenger travel provides an extensive field for exploitation, and with a view to catering for this class of business, attractive fares (approximately single fare for the return journey) have been instituted between stations in the more populous areas. These week-end tickets are issued on Friday afternoons and Saturdays, and, in certain cases, where suitable train services are provided, on Sundays, and for the return journey have a restricted availability up to and including the following Monday.

Provision has been made for the running of regular Sunday services between cities and adjacent towns in a number of areas in both islands. Attractive fares on a zone basis are charged, and the tickets are available for travel on the day of issue only.

Close personal contact has been maintained with show associations, trotting and racing clubs and other clubs, societies and organisations. In connection with the events in which they are interested, special fares and travel arrangements commensurate with the importance and attractiveness of the event in each case have been arranged.

Organised excursions principally for week-end outings, and also organised tours for special

	Railway	Road	Inland navigation
New Zealand <i>(continued)</i>	<p>parties of business-men, farmers and other special groups have received attention.</p> <p>The following business is also actively sought after : School and factory picnics, hiking trips, sporting and tourist parties, family parties, bandsmen, fire brigades men, etc.</p> <p>With a view to assisting those who desire to set aside small amounts towards the purchase price of rail tickets, provision has been made for travel "savings" stamps to be available for sale at railway booking offices. The stamps, which are printed in denominations of 1s., 2s., 2s. 6d. and 5s., may be purchased at times convenient to the buyers and held in special folders supplied by the Department until such time as they are handed in as part or full payment for the required ticket.</p> <p><i>Parcels and goods.</i> — In order to meet competition from road motor services and coastal shipping, the standard railway rates have been reduced in many areas in both the north and south islands, the extent of the reductions varying according to the nature and acuteness of the competition.</p> <p>There are some classes of merchandise which, by reason of their nature or through other circumstances, require expeditious transport, and in order to provide the best possible service for this class of traffic, it has been arranged, in cases where the ordinary services might not be considered as suitable, to forward such goods by express, mail, or passenger trains where circumstances permit of this being done. The charge for this special service varies according to the nature and quantity of the goods and also the length of the journey for which fast transport is required.</p> <p>Another service calculated to expedite the</p>		

transport of goods, particularly long-distance traffic, has been provided by the institution of express goods trains between the main centres.

In an endeavour to equalise the standard of service given by rail as against that by motor, the policy of undertaking the delivery of rail-borne goods to consignees' premises in certain localities has been extended where the circumstances have justified the provision of this service.

- In certain areas which are particularly favourable for exploitation by competitive road or sea services, it has not been possible to hold traffic to rail, notwithstanding drastic reductions in the tonnage charges; and in some of these cases, the practice of charging on a truck basis has been adopted. Under this system, the charges are based on a flat rate per wagon between two specified stations, an important provision being that a specified minimum number of wagons will be used each week. The experience so far gained leads to the conclusion that, in certain circumstances, the system has much in its favour. A modification of the truck-rate system, which is being experimented with, is the fixation of a charge per ton with a specified minimum tonnage per truck and minimum number of wagons per week. Any quantity in excess of the minimum tonnage per wagon is charged for at a flat rate per ton, which is on a lower basis than the initial charge per ton.

To provide for the carriage of goods between points not served by a continuous line of railway a system of through booking, including carriage by rail, sea and road, as may be required, has been instituted. Under this system, the railway undertakes the conveyance of goods and parcels traffic between practically any two points in the Dominion.

In conjunction with the through booking of goods and parcels, provision has been made for the clearing of goods through the Customs Department at ports of arrival and their despatch to inland towns.

The handling of household removals, including, in addition to transport by rail (and sea

	Railway	Road	Inland navigation
New Zealand (continued)	<p>when necessary), packing, cartage to and from rail, and unpacking, has been provided for. This venture is giving marked satisfaction to the public, and a large number of transactions are being dealt with.</p> <p>The policy of maintaining close contact with the business and farming communities through its business agents and station staffs has been adopted by the Department in furtherance of its efforts to hold and secure traffic. An energetic advertising campaign is conducted in newspapers, and other media for the same purpose, and with the additional object of fostering public relations.</p>		
Netherlands: Home Territory	<p>1 and 2. There are no special measures of protection, safeguarding and adaptation.</p> <p>3. The railways have already introduced Diesel-electric traction. Electrification is being extended. The transport of goods by rail has been reorganised. In order to be able to provide door-to-door transport, the Netherlands railways have formed an auxiliary organisation — the "A.T.O." — which fetches and delivers goods by lorry.</p>		
		* * *	
Netherlands Indies	<p>1 and 2. No information.</p> <p>3. The competition of road traffic, both as regards passengers and goods, has obliged the railways and tramways to reduce their tariffs very substantially. Moreover, the frequency and speed of trains has been increased on several lines to meet such competition.</p>	1, 2 and 3. No information.	Inland navigation of no importance.

Poland

1. No special measures have been taken on behalf of any given means of transport.

2. As a method of conveying bulk freight and as the predominant means of transport, railways have, as in other countries, special transport obligations (business tariff, free conveyance) which affect the finances of the railway system.

2. There are no measures which are prejudicial to road transport. Such transport is not subject to the obligations mentioned opposite.

2. There are no measures which are prejudicial to river transport. This is not subject to the obligations mentioned opposite under "Railway".

3. Both in the interest of the economic development of the country and also with a view to adapting its transport capacity to other means of communications (motor transport) which may compete with it, the railways are steadily rationalising their services and introducing improvements in the technical, transport and tariff departments and are, in addition, setting up their own motor-omnibus lines.

3. No information.

3. No information.

Roumania

1. No special measures are taken on behalf of railway transport.

1, 2 and 3. No information.

1. No special measures are taken on behalf of river transport.

2. No measures are taken which are prejudicial to railways.

2. The measures taken to protect shipping are not prejudicial to other means of transport.

3. The Autonomous Railway Administration has endeavoured to meet the situation created by the development of other means of transport by introducing technical and administrative measures and granting tariff reductions.

3. Shipping has developed at the same pace as other means of transport.

New passenger boats have been built with a view to securing the maximum comfort, so as to promote passenger and tourist traffic.

The number of boats for the ever-growing volume of goods traffic has also been increased.

Siam

1, 2 and 3. The necessity has not arisen for taking measures of protection, safeguarding and adaptation.

Sweden

1. There are no special measures on behalf of any given means of transport, except possibly that, as mentioned above, when concessions are granted in individual cases, certain rights of priority are reserved for existing railways or shipping undertakings.

	Railway	Road	Inland navigation
Sweden (continued)	<p>2. There are no measures which are prejudicial to any given means of transport.</p> <p>3. The railways have carried on intensive work with a view to reducing the need for staff and bringing down working expenses. Train connections have been improved both in numbers and in speed. A number of lines have been electrified. Attempts at rationalisation, including those made by private railways, have been directed towards the question of stores and the operation of workshops, which have in many cases been separated from the actual railway operation.</p> <p>Tariffs have been lowered and special tariff reductions have been granted, though not to the extent required by competition, pending the contemplated regulation of the relations between the railways and motor goods traffic.</p>	<p>3. Co-operation takes place to a great extent between railways and omnibus services.</p>	<p>3. Shipping undertakings are gradually tending to use larger and faster vessels. In order to make navigation possible to a greater extent in winter, the vessels have in many cases been strengthened against ice. Motor-ships are increasingly used, so that there has been a reduction in the need for staff and in operating costs. More modern equipment is being introduced in ports (cranes, etc.).</p> <p>The State Shipping Loan Fund has been reorganised; shipowners can obtain loans from this fund against the usual security.</p> <p>As regards both sea freights and port dues, the tariffs have been adjusted so that the differentiation in respect of the value of the goods transported has been considerably decreased; more weight has also been given to the length of the voyage — <i>i.e.</i>, the freight rates are calculated in more direct relation to the freight costs.</p> <p>The tariffs of the regular lines usually follow the changes in the railway tariff. Any revision of the tariffs of regular lines which may be required takes place at the beginning of each season; changes in the tariff are also made during the season, as far as possible at the time when the railways change their tariffs.</p>
Czechoslovakia	<p>1. No special measures have been taken on behalf of any given means of transport.</p> <p>2. The following measures have been taken for railways which are, naturally, prejudicial to the other means of transport — for example, considerable reductions for the transport by rail of foodstuffs and fodder for districts affected by natural disasters, for transport connected</p>	<p>2. No information.</p>	<p>2. No information.</p>

with various humanitarian institutions, reductions in the fares for school-children and workmen, free tickets for members of the legislative bodies, etc.

As regards compensations granted, losses are shown as a deficit in the State Railways accounts, but are borne by the Treasury.

3. With regard to the measures taken in recent years by the railway authorities in order to meet the situation resulting from the development of road transport, the following should be mentioned :

Reorganisation by closing down all lines on which there is little traffic or replacing them by road services ; the use of motor-trains on secondary lines ; and, finally, the general speeding-up of transport ;

As regards tariffs, it should be mentioned that in recent years tariff reductions have been made increasingly dependent on the condition that forwarding agents benefiting from them should reduce their road transport. Certain special tariffs of general concern — as, for instance, those applying to the transport of coal — have been made dependent on the same condition.

3. No information.

Turkey

1, 2 and 3. Railway transport can be protected from competition by road transport, through the tariffs.

1, 2 and 3. No information.

No inland navigation.

Union of Soviet Socialist Republics

Railway/Inland Navigation.

1, 2 and 3. No information.

1, 2 and 3. The railways are being reconstructed for the purpose of accelerating transport and offering greater facilities to users. Transport and forwarding bureaux have been created in connection with the railways and shipping lines ; inland waterway lines are organising handling services and services for long-term warehousing of goods, etc.

Another measure contributing to the co-ordination of the different means of transport is the mechanisation of the work of loading and unloading at transshipment points.

Further, the production of mooring facilities and the construction of warehousing depots, together with the extension of transshipment points, contribute to the constant improvement of conditions in the combined services of transport by rail and water.

Yugoslavia

1. There are no special measures taken on behalf of any given means of transport.

2. There are no measures which are prejudicial to a given means of transport.

3. The railways administration has taken various measures, both as regards tariffs and of a purely technical nature, to improve transport.

3. No information.

3. No information.

E. *Basis of the Policy adopted.*

E. 1 and 2.

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1. *Is this governed primarily by national economic policy, or by the desire to protect and obtain a return on the capital invested in the undertakings, or by the desire to make those investments indirectly productive ?*
2. *If the policy adopted in regard to the different means of transport or one or other of them is determined by reasons other than those set forth under E.1 above, do these relate to considerations:*
 - (a) *Of a social order — the desire to combat unemployment, on the one hand, and to avoid dismissing staff, on the other ;*
 - (b) *Of national defence and security ;*
 - (c) *Of public utility in general — and, if so, what ?*

	Railway	Road	Inland navigation
Union of South Africa	1. The policy is to protect existing transport services and eliminate wasteful competition. 2 (a), (b) and (c) The question does not arise in the case of the Union of South Africa.		No inland navigation.
Argentine Republic	1 and 2. No information.	1 and 2. No information.	1. Article 4 of Law No. 12346 on transport co-ordination reads : The Commission created by this law must co-ordinate all means of transport by water and sea, with a view to best serving public interests and the general economy of the nation. 2. No information.
Australia: Commonwealth	1. So far as the northern territory is concerned, the policy of reducing freight rates, wharfage and other charges is a governmental one designed to assist in the development of that large and unpopulated area. In connection with the other Commonwealth Railways, the object of the policy adopted is to produce additional revenue, so as to reduce the loss in operation, or to make a contribution towards the interest payable by the Commonwealth Government. 2 (a) The policy adopted has not been determined by considerations of a social order. (b) The policy adopted is determined incidentally, but not principally, by considerations of national defence and security.		

(c) The policy adopted has for its object a better and cheaper service for the travelling public.

* * *

**Western
Australia**

1 and 2. The basis of the policy adopted in the matter of transport has been governed, primarily, by national economic policy. (No other details have been given.)

No inland navigation.

* * *

**South
Australia**

1. The policy adopted was, in the first place, based on a desire to protect State Railways, but it is left to the Board to determine what is best in the economic interests of the State and to regulate road transport and, to some extent, rail transport accordingly. The main objective of the Board is to protect the industries of the State from duplicating transport costs. The view is taken that the interests of the State as a whole come before the interests of any particular district, or any particular persons.

1 and 2. No information.

The railway policy generally in South Australia has been governed primarily by national economic considerations. Although an effort is made to secure a return which will cover the fixed charges on the capital invested, this cannot always be achieved. South Australia is, to a large extent, a primary producing State, and the Railways' policy has been to assist in and pioneer the opening-up of various new lands or settlements. The rate policy has, in general, been to charge "what the traffic will bear". There is a tendency, however, to render this policy impracticable with the rapid extension of road competition, which makes serious inroads on the higher paying freight commodities.

The co-ordination of road and rail transport by the Transport Control Board has to a great extent modified this form of uneconomic competition, and endeavours to allot to the various classes of traffic the most efficient and economic transport.

2 (a), (b) and (c) The questions of unemployment and national defence and security do not enter into the problems which the Transport Control Board has to solve. Although the question of national defence and security is always borne in mind in connection with the question of transport, this is by no means the basic factor underlying the construction or retention of railways or other transport undertakings.

* * *

	Railway	Road	Inland navigation
Australia <i>(continued)</i> : New South Wales	<p>1 and 2. The policy is governed by considerations of preserving the Government asset represented by the Railways from the effects of unregulated competition which resulted in wasteful overlapping and duplication of service to the ultimate detriment of the national economic welfare. To this extent, the policy is governed by national economic policy arising from the necessity for protection of the State owned Railways which, in addition to performing common carrier service, perform a national function in the opening-up of large primary producing territories, fostering development and serving defence purposes.</p> <p>The same principle is involved in regard to the Government owned tramways.</p>	<p>1 and 2. See opposite under "Railway".</p>	<p>1 and 2. Public safety is the basis of the State's policy in respect of inland navigation.</p>
* * *			
Queensland	<p>1 and 2. The only means of transport that is subject to regulations in Queensland is that undertaken by commercial motor vehicles in competition with the railway. The underlying motive is that the railway system of Queensland is essential for the transport of its primary and low-grade traffic, which, as previously stated, comprises the bulk of the goods available for transport. These conditions must be transported cheaply or not at all, and the railway rate structure is so arranged as to provide unremunerative rates for such products. To compensate for these unremunerative rates, goods of greater value and lesser bulk are charged higher rates in accordance with their capacity to pay. It is these higher rated goods for which competing motor vehicles cater, and if motor vehicles were allowed to run <i>ad lib.</i> and abstract the higher rated commodities from the railways, the ability of the railways to convey primary and low-grade products at existing rates would be greatly reduced and primary production would suffer. The deficit on railway operations must be made good by the general tax-payer, and it is in the interests of the community as a whole that, unless the advantages of motor transport are pronounced, the growth of the duplicate services should be curtailed. The position is also vital from the standpoint of national economics, as the transport industry would probably become very seriously over-capitalised. The question of employment also enters into the matter, as railway transport provides more local employment than motor transport.</p>		<p>No inland navigation.</p>

Tasmania

1 and 2. The basis of the policy adopted is governed primarily by national economic policy. (No fuller details have been given.)

* * *

Victoria

1. The Railways being State-owned, the final financial responsibility for the results of their operation is upon the tax-payers of the State. The basis of railway policy, broadly, is that the income from the services, over-all, should meet the costs of operation, including the interest charges on the capital investment, although actually railway costs have always exceeded railway revenue, the deficiency being made good by taxation.

2. No information.

1 and 2. The basis of the legislative scheme is provided, in the first place, by the national economic policy — *e.g.*, the Statute requires that, in determining applications, the Board shall “have regard primarily to the interests of the public generally, including those of persons requiring, as well as those of persons providing, facilities for the transport of” passengers or goods.

Inland navigation of no importance.

Austria

1 and 2. The policy adopted has been governed primarily by the desire to balance the State budget, as the Treasury is obliged, both by law and through force of circumstances, to meet the railway deficit (mainly due to the large number of pensions), and the Government must accordingly take all necessary steps to keep that deficit within reasonable bounds. General considerations of a social order (unemployment) and concerning national defence, etc., have also, of course, contributed to this tendency.

1 and 2. No information.

1 and 2. No information.

Belgium¹

1. The Government's policy in regard to transport is chiefly based on the general economic interests of the country. Without neglecting the question of invested capital, the Government endeavours primarily to provide commerce and industry with the greatest possible facilities and the most economical transport. In this connection, the regulations mentioned above were also drawn up with the idea of providing the maximum security and efficiency for users of public transport services.

1 and 2. No information.

In order to increase safety on the roads, the Transport Department has also partially extended the regulations to the “private” transport of passengers by road for remuneration; these

¹ See A.1 (a) and (b), page 18.

	Railway	Road	Inland navigation
Belgium (continued)		<p>"private" services are, of course, still exempt from an authorisation, but they are subject to certain technical obligations (strength and comfort of their vehicles, compulsory insurance, periodical inspection of vehicles, medical inspection of drivers, etc.). This new system has recently been applied to vehicles with accommodation for more than six persons, and will shortly be extended to vehicles with accommodation for six persons or less.</p> <p>2. Generally speaking, the policy adopted also takes into account, as far as possible, the necessity of combating unemployment and the exigencies of national defence.</p>	
Brazil	<p>1 and 2. The policy followed as regards transport services is governed by considerations of public utility or necessity and national defence; but the preservation of the important national asset represented by 33,300 kilometres of railway line is also a primary consideration.</p> <p>Brazilian statesmen have not lost sight of the countless interests which depend directly or indirectly on the prosperity of the railways, and which cannot be neglected without serious harm to the community. The Brazilian administration, in fact, is at present engaged in framing suitable legislation for land transport which will ensure to every transport system its own sphere of activity. In order to guarantee equality of fiscal treatment to the two transport systems, the Federal Government has already, in accordance with a formal provision of the Constitution of the Republic, abolished the traffic taxes on passengers and goods which, being difficult to collect on the roads, were an unfair burden on railway traffic.</p>	<p>1 and 2. The principles guiding the development of the road system of Brazil, and the policy followed in regard to this means of transport, are based on the necessity of developing the national economy by stimulating production and the exploitation of natural resources and facilitating transport. Social considerations are likewise taken into account, as, for example, in the north-east of Brazil, where road construction forms part of the anti-drought measures to enable the population, which is continually being decimated by this scourge, to settle permanently in the region and take a part in the life of the national community. Road policy is also governed by political considerations which aim at continually strengthening the bonds of national unity by ensuring easy communication between the various regions of the country; and, finally, by considerations of national defence.</p>	<p>1 and 2. The existing inland waterways services have been established simply to meet the requirements of the various zones served, and not to protect the capital invested; public utility in general, is the only aim in view.</p>

United Kingdom 1 and 2. Apart from the municipal ownership of certain local passenger services, the means of transport are privately owned and are conducted, subject to the statutory and regulatory provisions referred to under previous heads, as commercial undertakings. State regulation is in the main directed to ensuring safety in operation, and where, as in the case of railway services and of road passenger services, a measure of control is established over the charges made or the services provided, such control is generally exercised by judicial or quasi-judicial bodies.

Bulgaria 1. The bases of the policy adopted have been governed primarily by national economic policy. 1 and 2. No information.

2 (a) As regards social considerations, unemployment is combated up to the limit of the available credits or the sums allocated to the "Social Insurance" fund. 2. No information.

(b) National defence and security enter into consideration up to a point, but this aim cannot be realised for lack of sufficient credits.

(d) Public utility has always been the first consideration in the policy pursued by the State Railways as regards both their construction and their operation. Facilities (tariff reductions) have always been granted to cultural and charitable organisations and to passengers travelling to health resorts, watering-places, etc.

Canada 1 and 2. While one of the large railways is owned by the State, it is operated as a private concern, with a desire, similar to that of other railways, to obtain a return on the capital invested. 1. The policy adopted is governed by the desire to obtain return on capital invested.

In the case of Canadian coal, the Government, as a national policy, pays a subvention to increase its use in competition with foreign sources of supply. 2 (a) The policy adopted is not governed by considerations of a social order.

The Government has, by statute, also required the railways to establish rates on grain and grain products from Western Provinces to Fort William on the basis in effect in 1898, known as "Crow's Nest" rates, although it is claimed by the railways that such rates are unremunerative. (b) It is not governed either by motives connected with the national defence or security. (c) No information.

1. The policy adopted is governed by the desire to obtain return on capital invested, except in so far as subsidised steamships are concerned, which is a national economic policy. 2 (a) and (b) The policy adopted is not inspired by considerations relating to unemployment or national defence and security. (c) On the other hand, considerations of public utility are borne in mind. In the case of subsidised steamships, this is met by providing transport of passengers and freight.

	Railway	Road	Inland navigation
China	<p>1. As most railways are State undertakings, this policy is based principally on national economy; the yield from the capital is of minor importance. Consequently, all normal and special tariffs are drawn up according to the value, and not the cost, of the service.</p> <p>2 (a) The Chinese railways, in so far as this is necessary and they are in a position to do so, make wide use of technicians for their services.</p> <p>(b) The requirements of national defence and security enter into consideration.</p> <p>(c) As a rule, railways grant every facility to industries or undertakings of public utility, and not only to those exclusively of interest to the national economy.</p>	<p>1. The Chinese highway policy is primarily governed by the national economic policy and secondarily by the desire to protect and obtain return on the capital invested in the undertakings, as well as to make investments indirectly productive.</p> <p>2. In determining highway policy, very little attention has been given to other considerations.</p>	<p>1. The policy adopted is based on the desire to reconcile the various interests involved.</p> <p>2 (a) and (b) The policy adopted does not take into account considerations of a social order or the national defence and security.</p> <p>(c) It is guided, on the other hand, by considerations of public utility, with a view to developing the transport of passengers and goods.</p>
Ecuador	<p>1. The railway policy adopted is no different from that followed all over the world. Efforts are naturally directed towards economy, though not at the expense of the various services. Every means known to modern railway science is used to ensure a steady income.</p> <p>2 (a) There are other considerations of a social order which govern the operation of the railways: the purpose aimed at is to run them according to a carefully thought-out administrative plan, involving a considerable saving from which the public cannot fail to benefit.</p> <p>(b) Encouragement and support are given to national defence and security.</p> <p>(c) The utilisation of a large part of the country's natural resources is promoted.</p>	1 and 2. No information.	1 and 2. No information.

Estonia

1. Capital is invested in the railways in the interests of national economic policy and of the State. Transport has been promoted in the interests of national economic policy and with a view to the protection of the capital invested.

2 (a) and (b) The policy adopted with regard to railways is not governed by considerations of a social order of national defence and security.

(c) The considerations of public utility which govern the policy adopted are apparent by the desire to create favourable conditions for traffic and to lower the cost of transport.

1. The motor services compete with the other means of transport on the basis of free competition.

2 (a) and (b) The policy adopted is not governed by considerations of a social order or national defence and security.

(c) But account is taken of considerations of public utility, in order to provide easy and direct communications.

1. The licensing system has been introduced with a view to the protection of invested capital.

2 (a) Questions of a social order do not enter into account.

(b) Considerations of national defence and security are, to a certain extent, taken into account.

(c) For reasons of public utility, an effort is made to provide easy and frequent communications.

United States of America

1. The policy adopted with regard to regulations is based primarily on national economic welfare, but the regulatory laws provide for consideration of the need for revenues sufficient to enable the carriers, under honest, economical and efficient management, to provide service.

2 (a) Social security legislation in the United States applies alike to all forms of transport.

Retirement of superannuated railway employees, however, is covered by special legislation which supersedes similar provisions in the general legislation.

(b) The President, in time of war, is empowered to take over any or all systems of transport and to control and operate the same during the emergency.

(c) Regulation of public utilities is peculiar to a specific character of utility and not general in scope.

Finland

1. Generally speaking, all the matters mentioned in this point of the questionnaire have been taken into account as far as was possible.

2. For the benefit of the railways, numerous requests to set up motor-bus services have been refused.

1. When the motor-bus services were established, the points chiefly examined were whether the request submitted concerned a necessary service and whether any previous service on that line was protected. An endeavour was made to protect invested capital by giving the old undertaking priority over a new undertaking when the service was extended.

2. The progress of motor traffic is due to the desire to improve communications, especially in regions where they were poor; in addition, the public's liking for this new means of transport must be taken into consideration.

1 and 2. No information.

	Railway	Road	Inland navigation
France	<p>1. The various public transport undertakings are an instrument of the national economic policy. They represent, in the form of invested capital, a considerable part of the nation's wealth. Their maintenance is thus important in two ways :</p> <p>As a public service, which must be operated in the way best adapted to the needs of the users, traffic being reserved for the means of transport to which it is best suited ;</p> <p>From the point of view of their credit, which in the case of the larger undertakings, is intimately linked with that of the State.</p> <p>The policy adopted in the general interest has therefore been, at the same time and with the same end in view, to develop traffic, to improve the means of transport, to co-ordinate their progress, and to protect and obtain a return on the capital invested.</p> <p>2 (a) For the purpose of combating unemployment, the Government has requested Parliament to include in its programme for the reduction of unemployment, adopted in 1934 (known as the "Marquet Plan"), an item totalling 2,725 million francs, to be spread over seven years, for work on railways. The Government has been at pains to include only works affecting safety and works which appeared certain to yield a return.</p> <p>(b) Reasons of defence and national security, however, often lead the Government to undertake works which are not necessary for purely commercial service. In such cases, the whole or part of the cost is generally borne by the war budget.</p> <p>(c) There is nothing to indicate in addition to the considerations of public utility mentioned above.</p>	<p>2 (a) No information.</p>	<p>2 (a) No information.</p>
Greece	<p>1 and 2. The policy adopted is based on the considerations set forth under A.1, and A.2 (b) and (c), pages 25, 40, 51, 63, 74, 82, 89, 112.</p>		<p>No inland navigation.</p>
Hungary	<p>1. The aim of measures of this kind is to develop national economic activities (a large number of agricultural and industrial products benefit by low transport rates) and to protect invested capital and enable undertakings to be run profitably.</p> <p>2. The various transport undertakings can be artificially developed so far as is necessary in the public interest, and, of course, within the limits of the funds available.</p>		
India	<p>1. The policy is primarily to obtain a reasonable return on the capital invested in the undertakings, but this is, not infrequently, subordinated to the general economic and industrial policies of the Government of India</p>	<p>1. This question is governed primarily by national economic policy.</p>	<p>1. The policy adopted is governed primarily to protect and obtain return on the capital invested.</p>

and also, in exceptional cases, to considerations of national defence and security.

2. There is also the consideration in India that the prosperity of the people is bound up with low rail freights for agricultural produce and low-grade goods over long distances, which it will be difficult to maintain if high-grade and short-distance traffic is lost to them. Finally, there is the necessity that the adjustment of different means of transport should be gradual and not attended by violent reactions on freights or labour.

Ireland

1 and 2. The basis of the policy adopted was governed primarily by considerations of national economic policy and the realisation that, for many years to come, the railways would represent the most economical means of transport for the entire country. The adoption of this policy was influenced by the desire to avoid further dismissals of staffs from the well-ordered employment afforded by the railway companies, and to encourage, if possible, an increase of such employment — either on the railways or on the roads.

Iceland

No reply needed.

Japan

1. Railway policy is governed primarily by national economic policy, but, as the national Railways fall under the special account in the national budget, it is also governed by the desire to protect, and obtain a return on, the capital invested in the undertakings and by the desire to make those investments directly or indirectly productive.

With regard to the local railways, they aim primarily at obtaining the maximum return on the capital invested.

2. No information.

1. No information.

2 (a) and (b) No information.

(c) The chief aim is the convenience of the public, which consists in speedy transport and cheap fares.

1 and 2. The chief aim of the policy adopted is to ensure the safety and the smooth operation of the local transport.

Latvia

1. The co-ordination policy adopted is based on national economic policy. It cannot be a matter of indifference to the authorities whether long-distance transport of any description is organised and operated by the State in the interests of the Government's economic policy or whether it is operated by private individuals whose sole preoccupation is to make big profits.

2. No information.

2. No information.

2. No information.

	Railway	Road	Inland navigation
Liechtenstein		No information.	
Lithuania	<p>1. The basis of the policy adopted is governed primarily by national economic considerations.</p> <p>2. The policy adopted by the railways is based on considerations of national defence and security and of public utility in general.</p>	<p>1. The policy is based on national economic considerations, in order to ensure an adequate return on the capital laid out.</p> <p>2 (a) Unemployment and the dismissal of staff are not taken into consideration.</p> <p>(b) and (c) The policy defined under 1 above is also determined by considerations of national defence and security.</p>	
Luxemburg	1 and 2. The policy so far has been one of expectancy, pending the time when the regulations in force in neighbouring countries yield results which can be studied.		Inland navigation of no importance.
Monaco		See A.1 (a) and (b), page 27.	
Norway	<p>1. The majority of the railways belong to and are operated by the State. There are 3,684 kilometres of State Railways and only 368 of private railways, and the latter are of little importance. Transport policy is therefore determined by the interests of the State and of the community.</p> <p>2. See point 1 above.</p>	1 and 2. The objects mentioned in this question may be duly taken into consideration by the authorities responsible for dealing with these matters. Generally speaking, however, they play a minor part in the regulation of motor traffic.	Inland navigation of no importance.
New Zealand	<p>1. The policy adopted for the control of road transport is governed primarily by national economic policy. A subsidiary aim has developed to give a certain amount of protection to the State owned railways to make that system of transport self supporting and not dependent on the State funds to cover losses.</p> <p>The main policy in the control of road transport is reflected in the Act brought in to control it — viz., in considering any application for a passenger-service or goods-service licence, the licensing authority shall generally have regard to :</p> <p>The extent to which the proposed service is necessary or desirable in the public interest ; and The needs of the district or districts as a whole in relation to passenger or goods transport.</p> <p>These conditions satisfactorily answered, the licensing authorities must then consider :</p> <p>The financial ability of the applicant to run the service ;</p>		Inland navigation of no importance.

The terms and conditions on which the applicant proposes to run the service — viz., fares and time-tables ;

The transport services, whether by land or water, already provided in respect of the localities to be served ;

The transport requirements of such localities ;

The vehicles to be used on the service ;

The condition of the roads to be traversed and load and speed restrictions ; and

Any evidence submitted by owners of transport equipment already serving the area.

The desire to protect the State owned railways is expressed by an amendment to the Act during 1936 which applies the 30-mile limit to goods transport by road in competition with the railways, except where special exemption is granted, and by the policy of the railways to buy out competing road route services or strongly opposing the renewal of road licences.

Before giving preference to the railway, however, the licensing authorities must be satisfied that the rail can provide a service at least equal to that provided by road and that the transport needs of the localities concerned will not be hampered.

The railway policy of keeping the railway freights generally down to an average of $2\frac{1}{2}d.$ per ton-mile, and freights on commodities which have a direct bearing on the development of the primary industries of the country down to a low figure, has been followed practically since the inception of the railways in the Dominion, and this policy has been governed primarily by national economic considerations.

2. This question does not apply to New Zealand.

Netherlands :
Home
Territory

1 and 2. The policy adopted is solely based on considerations of transport economy.

* * *

Netherlands
Indies

1. The only ground for public intervention is the public advantage of a well-regulated transport system.

Inland navigation of no importance.

2. Considerations of national defence intervene in transport policy only if the execution of transport works would seriously endanger national security.

	Railway	Road	Inland Navigation
Poland	<p>1 and 2. Transport policy is adjusted so as to comply with the principles dominating national economic policy as a whole.</p> <p>The principles underlying transport policy are based on the need for encouraging the construction of new railway lines, the creation of other forms of communications and the safeguarding of all forms of transport which discharge their functions properly.</p> <p>Transport policy also aims at ensuring that transport undertakings pay their way. Some railway traffic, however, must be regarded as unremunerative. Similarly, certain motor-borne traffic carried by organisations of a public character is unremunerative, but is carried in order to promote the interests of business circles and the resident population.</p>		
Roumania	<p>1. The policy of the autonomous administration of the Roumanian Railways, as a State institution, is determined solely by considerations of general public interest.</p> <p>2 (a) See A.5, page 228.</p> <p>(b) National defence and security are taken into account.</p> <p>(c) Considerations of public utility are taken into account.</p>	<p>1 and 2. No information.</p>	<p>1. The policy of the State, which owns a large part of the Danube shipping, is not governed by the desire to secure a direct return on the capital invested. It endeavours, indirectly, to promote the public welfare.</p> <p>2 (a) There is no unemployment, since there has, as yet, been no question of laying up inland shipping.</p> <p>(b) No information.</p> <p>(c) Water transport is of special importance in the general economy of the country, as it is well adapted to the principal native exports (cereals, timber and oil products), which are particularly bulky and cheap, and provides a ready means of access to foreign markets.</p>
Siam	<p>1. The policy adopted as regards State Railways is governed by national economic policy.</p> <p>As regards private railways, control over tariffs is so exercised as to safeguard the public interests.</p> <p>2 (a) Considerations of a social order (the desire to combat unemployment and to dismiss staff) do not enter into consideration.</p> <p>(b) Considerations of national defence and security are taken into account.</p> <p>(c) Account is taken of considerations of public utility, especially the need of facilities of communications for purposes of administration and public instruction.</p>	<p>1. The policy adopted is governed solely by national economic policy.</p>	<p>1. The policy adopted is governed by national economic policy.</p>

Sweden

1. The necessary consideration is given to the enormous amount of capital invested in the existing railways. In this connection, the question has been raised of nationalising the private railways (about a hundred in number) or combining them into as large units as possible for the sake of rationalisation.

This consideration of "saving" the capital invested in the railways will, however, probably not be decisive in settling the question of the future regulation of relations between railways and motor goods traffic. (See also point 2 below.)

2 (a), (b) and (c) There are probably few countries in Europe where the railways have such an important task to perform in the national economy as in Sweden, and any considerable reduction or loss of railways would probably be particularly disastrous for Swedish cultural and economic life. A very large part of the State railway system — more than a third — consists of "cultural railways", built without expectation of a reasonable economic profit. Many private railways also, though ineffective or unremunerative from a private economic point of view, are indispensable to the districts through which they run. In countries where the population is more evenly distributed and natural conditions in the various centres are more uniform than in Sweden, and where traffic undertakings supported solely by traffic receipts are able to meet all traffic requirements, the question might be settled ultimately on the basis of the economic interests of the undertakings. But when these conditions are lacking — and in Sweden they exist only within restricted areas — it is particularly necessary that the economic interests of the community should take precedence over those of private undertakings. Surpluses obtained in districts where the traffic is profitable must, within certain limits, be applied to meet the needs of traffic in districts which are less densely populated or in which economic conditions are

1. In the first place, an economic and cultural policy is applied for the entire country. In this connection, private economic interests must, for the present, be subordinated to the interests of the community. (See the remarks on railways.)

2. No information.

1 and 2. No information.

	Railway	Road	Inland navigation
Sweden (continued)	less favourable; the rates for the carriage of passengers or goods, which might be considerably lowered within a certain district if its requirements alone were considered, must be maintained at a higher level, in order that rates in districts with less traffic may not be higher than users can afford.		
Czechoslovakia	<p>1. The transport policy followed in the legal settlement of the relation between road and rail transport has been governed primarily by the necessity of maintaining the railways as a vital factor in the economic life of the country — in particular, in connection with the cheap rail transport of goods in bulk. If carriage by motor were to attract a continually increasing amount of the valuable goods traffic, it would not be possible to maintain low tariffs for goods in bulk.</p> <p>2. The necessity of keeping up the railways with a view to national defence is also, of course, taken into account.</p>	2. No information.	1 and 2. No information.
Turkey	1 and 2. National defence, the development of the national economy, and public utility are the major considerations.		No inland navigation.
Union of Soviet Socialist Republics	1 and 2. Questions relating to the co-ordination of the means of transport by rail, by inland navigation and by road are, like all other questions relating to the economic policy of the Union of Soviet Socialist Republics, regulated in conformity with Article 2 of the Constitution of the Union of Soviet Socialist Republics, which states that "the economic life of the Union of Soviet Socialist Republics is determined and directed by the State national economic plan, with a view to the increase of social wealth, the constant raising of the material and cultural level of the workers, the firm establishment of the independence of the Union of Soviet Socialist Republics and the strengthening of its defensive capacity".		
Yugoslavia	<p>1. The measures in question have been taken to protect the interests of the railways, which were beginning to be seriously threatened by the competition of other forms of transport.</p> <p>2. The policy adopted in this respect has not been determined by any other measures.</p>	1 and 2. No information.	1 and 2. No information.

F. *Difference of Treatment as between Means of National and Foreign Transport.*

Does such a difference exist in the case of any of the three means of transport under consideration and, if so, in what form ?

	Railway	Road	Inland navigation
Union of South Africa	No difference exists in the case of any of the three means of transport.		No inland navigation.
Argentine Republic	No information available.	No information available.	No information available.
Australia: Commonwealth	There is no "foreign transport" in Australia.		
	* * *		
Western Australia	No information available.	No information available.	No inland navigation.
	* * *		
South Australia	No such difference arises in South Australia. Inter-State transport is subject to the same laws and policy as intra-State transport.		
	* * *		
New South Wales	The railways of each State of the Commonwealth of Australia are separate entities, and in the few cases where the lines of one State are carried beyond its border into an adjoining State, the fares and conditions, etc., applicable in the home State operate also in that part of the adjoining State to which the respective lines run.	Inter-State road operators are subject to the same regime as intra-State road operators.	In view of the insular nature of Australia, this consideration does not apply.
	* * *		
Queensland	There is no "foreign transport" in Australia.		No inland navigation.
	* * *		
Tasmania	There is no difference as between national and foreign transport.		
	* * *		
Victoria	As Australia is a Commonwealth, this question, apparently, has no application to local conditions.		

	Railway	Road	Inland navigation
Austria	Foreign railways operate only short frontier sections in Austria. In principle, no difference of treatment exists between national and foreign railways.	Subject to reciprocity, there is no difference of treatment between national and foreign motor transport.	The same treatment is accorded to national and foreign shipping. Except as otherwise provided in the Danube Statute, the treatment accorded to foreign flags is governed primarily by the provisions of the relevant commercial treaties.
Belgium¹	No such difference exists as between national and foreign transport.		No information available.
	¹ See A.1 (a) and (b), page 18.		
Brazil	Railway undertakings, whether national or foreign, receive absolutely equal treatment from the Brazilian authorities.	In the sphere of road transport, all transport undertakings, whether national or foreign, receive precisely the same treatment.	Foreign transport is confined to the operation of part of one inland waterways service; there is no intention of replacing this by a national service, as the joint service is satisfactory.
United Kingdom	No information available.	No information available.	No information available.
Bulgaria	No information available.	No information available.	No information available.
Canada	Railway freight rates on traffic to and from ocean-points are, generally, on a lower basis than applicable for domestic consumption.	No difference of treatment exists between national and foreign transport. Foreign carriers must usually own local franchise and pay regular licence fees.	A difference of treatment exists in that a foreign vessel is prohibited from carrying passengers or freight from one place in Canada to another place in Canada. See Canada Shipping Act, Part XIII — Coasting Trade of Canada.
China	There are no railways in China operated by foreigners, with the exception of the following lines, which are of a special character and over which the Ministry of Railways has no effective control: The Manchurian railways; The British section of the railway from Canton to Kowloon.	Foreign transport is non-existent in highway transport.	No such difference exists.

Ecuador	There are no differences as between national and foreign transport.	No information available.	No information available.
Estonia	Foreign wagons are admitted on the basis of the international Conventions.	As regards foreign motor vehicles and drivers, the provisions of the International Convention on Motor Traffic are in force. When driving in Estonia, they are subject to the Estonian laws on the same basis as national vehicles and drivers.	There is no difference of treatment as between national and foreign transport, except that the coasting trade is reserved to Estonians and Estonian vessels.
United States of America	No information.	No information available.	No information available.
Finland	There is no difference of treatment as between national and foreign transport.		Commercial navigation in Finnish waters is permitted to foreign vessels with the restriction that they are not allowed to engage in coasting trade. Unless otherwise agreed with the country concerned, lighthouse dues with an increase of 100% are levied on foreign vessels; but in treaties of commerce, foreign vessels are generally placed on the same footing in this respect as Finnish vessels. In all other respects, foreign vessels have the same rights as Finnish vessels.
France	No information.	Public road services which are subject to co-ordination and authorisation may be administered only by French citizens or by companies governed by French law. Exceptions may be made in favour of foreigners who were operating services in France before April 19th, 1934, by the Minister of Public Works in consultation with the Minister for the Interior and the Co-ordinating Committee. The same applies to services operating on both sides of the frontier and managed by foreigners.	Purely inland navigation is restricted to the national flag (Ministerial Decree of August 26th, 1932).
Greece	Difference of treatment between national and foreign means of transport is fundamental, as, apart from the considerations mentioned above, co-ordination has been governed by the special position of communications in Greece. (No details of this difference have been supplied.)		There is no inland navigation.

	Railway	Road	Inland navigation
Hungary	From the point of view of treatment, Hungarian law makes no discrimination between national and foreign means of transport.		
India	No information available.	No information available.	No information available.
Ireland	Railway companies operating both within and without the country have equal rights, in the territory served by them, with the Amalgamated Railways Company to engage in both rail and road transport. The licensing provisions applicable to private operators effectively limit the road transport industry to nationals, and none of the internal waterways extend beyond the national territory so as to be used for foreign transport.		
Iceland	No.		
Japan	There is no difference of treatment between national and foreign transport.	No information available.	There is no difference of treatment as between means of national and foreign transport.
Latvia	Only national transport undertakings exist in Latvia. In the case of timber-floating on the Latvian rivers, the rafts and their crews are subject — apart from the general regulations for the floating of timber — to Customs inspection, the necessary formalities being carried out at the Latvian frontier.		
Liechtenstein	No information.		
Lithuania	The Lithuanian Railways are State owned, and the question of differences of treatment therefore remains open.	Motor vehicles use local fuel, and are therefore protected by the operating tax.	No information available.
Luxemburg	No such differentiation is made as between means of national and foreign transport.		Inland navigation of little importance.
Monaco	See A.1 (a) and (b), page 27.		
Norway	No such differentiation is made as between means of national and foreign transport.		Inland navigation of no importance.

New Zealand	No such differentiation is made as between means of national and foreign transport.	Inland navigation of no importance.
Netherlands: Home Territory	No such differentiation is made as between means of national and foreign transport.	
	* * *	
Netherlands Indies	No such differentiation is made as between means of national and foreign transport.	Inland navigation of no importance.
Poland	International co-operation as regards railways is based on a system of Conventions and treaties guaranteeing the equal treatment of foreign and national transport.	Foreigners engaged in commercial motor transport in Poland require a concession in the same way as Polish nationals.
		Navigation and rafting on inland waterways in Poland are authorised on the basis of international treaties or in virtue of permits issued by a Government department.
Roumania	The State operates the railways through the Autonomous Administration of the Roumanian Railways, which have 11,221 kilometres of railway track and 11,310 kilometres of road services. Special concessions for the operation of railways and motor services are only granted to Roumanian companies or citizens. No discrimination is made as regards the transport of articles of national and foreign origin.	No information available.
		In accordance with the provisions of the Danube Statute, no discrimination is exercised as regards either transport on the internationalised Danube waterway or transport between Roumanian ports. National shipping has priority in the case of inland transport.
Siam	There is no foreign concessionaire company.	No difference of treatment.
		Inland navigation is reserved for nationals.
Sweden	There is no differentiation of treatment as between means of national and foreign transport.	No information available.
		In foreign traffic, the vessels of all foreign nations are placed on an equal footing with Swedish vessels, provided that reciprocal treatment is granted to Sweden in the foreign countries concerned. In inland navigation, the vessels must be Swedish; as mentioned above, however, the vessels of certain foreign nations have been placed on an equal footing with Swedish vessels in coasting traffic, in accordance with existing navigation agreements.

	Railway	Road	Inland navigation
Czechoslovakia	In the treatment of foreign means of transport, the principle of reciprocity is generally observed.		
Turkey	There is no differentiation of treatment as between means of national and foreign transport.		No inland navigation.
Union of Soviet Socialist Republics	No information available.	No information available.	No information available.
Yugoslavia	There is no differentiation of treatment as between means of national and foreign transport.		

G. *Observations on the Points raised by the Questionnaire.*

Any special aspects of the problem.

	Railway	Road	Inland navigation
Union of South Africa	No information available.	No information available.	No inland navigation.
Argentine Republic	No information available.	No information available.	No information available.

**Australia:
Common-
wealth**

Under the terms of Section 51 of the Commonwealth of Australia Constitution Act, the Commonwealth has the power—with the consent of the State or States concerned, to acquire any railway of a State, and to construct railways in a State.

In the exercise of this power and with the consent of the States concerned, the Commonwealth constructed the Trans-Australian Railway from Port Augusta to Kalgoorlie. The Commonwealth acquired from the State of South Australia the railway from Port Augusta to Oodnadatta and subsequently extended the railway from Oodnadatta to Alice Springs. Apart from the railways which are owned and operated by the Commonwealth, and with the exception of 934 miles which are privately owned, the whole of the railways of Australia are owned and operated by the various States.

Each State controls matters relating to transport regulation and control within its own borders. The States, however, have no control of any kind over railways owned by the Commonwealth and operated in a State.

Co-ordination of transport on an Australian basis formed the subject of investigation and report in 1929 by a Committee appointed by the Commonwealth. In February 1932, at the instigation of the Commonwealth and State Governments, a Conference of Australian railways and transport authorities, with an independent Chairman, investigated certain aspects of transport in Australia and submitted a report, together with an independent report by the Chairman. The question of co-ordination of the transport services of Australia has since received consideration. So far, however, no material steps have been taken to secure co-ordination.

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	Railway	Road	Inland navigation
Australia <i>(continued)</i> : Western Australia	There are no other aspects of the problem relating to transport co-ordination.		No inland navigation.
		* * *	
South Australia	The transport legislation of South Australia differs from that of some of the other States in that there is no restriction or regulation (beyond registration and insurance conditions) of persons using their own cars and trucks and carrying their own goods. It is from these privately owned vehicles, the owners of which are unrestricted as to the hours they work, that the Railways Department has to meet the greatest measure of competition.		No information available.
		* * *	
New South Wales	There are no special aspects of the problem.		The volume of inland navigation is comparatively small compared with sea navigation, being mainly confined to the Murray and Darling rivers and certain reservoirs. On the River Murray special considerations arise, owing to the waters of the river being wholly in New South Wales. A vessel crossing from bank to bank is therefore subject to Commonwealth control.
		* * *	
Queensland	There are no special aspects of the problem.		No inland navigation.
		* * *	
Tasmania	No information available.	Road transport has been controlled in this State for over ten years.	No information available.
		* * *	
Victoria	There are no special aspects of the problem.		Inland navigation of little importance.
Austria	There are no special aspects of the problem.		

Belgium¹ No steps have yet been taken for the co-ordination of water transport with other forms of transport. The question is now being studied.

¹ See A.1 (a) and (b), page 18.

Brazil	There are no special aspects of the problem.		
United Kingdom	There are no special aspects of the problem.		
Bulgaria	There are no special aspects of the problem.		
Canada	There are no special aspects of the problem.		
China	There are no special aspects of the problem.	No information available.	The free circulation of foreign vessels on inland rivers, stipulated in the treaties imposed on China, seriously hampers the development of Chinese undertakings, and interferes with the right of inland navigation. If this problem is to be solved satisfactorily, it is absolutely essential that this right should be restored to China without any restriction.
Ecuador	No information available.	No information available.	No information available.
Estonia	No information available.	No information available.	No information available.
United States of America	It is a fixed policy of the United States Congress to preserve competition, not only between the different forms of transport, but also within a given form of transport. Thus, while consolidation of the railways into a limited number of systems, which may be regarded as a partial solution of the problem of co-ordination, is encouraged by legislation, it is provided that competition shall be preserved as fully as possible, and wherever practicable the existing routes and channels of trade and commerce maintained.		
Finland	No information available.	No information available.	No information available.
France	No observations.	No observations.	No observations.
Greece	There are no special aspects of the problem, as co-ordination has only recently been introduced.		
Hungary	No observations.	No observations.	No observations.
India	Roads preceded railways. Railways have frequently been constructed parallel to good metalled roads, relegating them for the time being to local importance. Motor transport has now developed		No information available.

	Railway	Road	Inland navigation
India (continued)	on these roads in competition with railways. There is a metalled road parallel to and within ten miles of about half the railways in British India, and 25% of metalled roads are parallel with railways. The development of further roads complementary to the existing system and to railways has been arrested : (a) by the general depression and shrinkage of revenues and (b) by the development of motor transport on metalled roads which requires heavy expenditure for their strengthening or reconstruction. Also, railways are a central subject, and roads and the control of road transport a provincial one.		
Ireland	No information available.	A review of the operation of the Road Transport Act, 1933, published in the March 1936 issue of the <i>Irish Trade Journal</i> gives, in some detail, information on the salient points of the legislation dealing with transport of merchandise by road.	No information available.
Iceland		No.	
Japan	There are no other aspects of the problem.	No information available.	No information available.
Latvia	Motor transport, taking advantage of the existing scales for railways rates — low charges for goods of small value and high charges for valuable goods — is capturing the latter business, to the serious detriment of the railways. To obviate this difficulty, the Ministry of Communications is framing a draft law concerning motor transport outside the urban administrative radius, the object of the law being to allow goods to be carried by motor transport over short distances and by the railways over longer distances.		No special remarks.
Liechtenstein		No information.	
Lithuania		The problem has no special aspects.	
Luxemburg		The problem has no special aspects.	

Monaco

See A.1 (a) and (b), page 27.

Norway

Railway construction in Norway at present consists chiefly in the extension of one main line towards the south and another towards the north. As a rule, no branch lines are constructed before it has been considered whether the traffic cannot satisfactorily be dealt with by motor services.

There are no other aspects of the problem.

The question of inland navigation does not appear to have any special interest in the co-ordination of transport.

New Zealand

Important factors in the transport situation in New Zealand are as follows :

Inland navigation of little importance.

The configuration of the country has resulted in the railways being in most cases close and parallel to the main highways.

Several branch railways were built many years ago to serve comparatively sparsely populated districts.

Practically all motor vehicles and their products are imported. Save for the raw material, a large proportion of the railway machinery and plant is manufactured in New Zealand.

The standard of living is high and the community is accustomed to the conveniences, comfort and advantages provided by motor transport. There are, for example, road services owned by the Railways Department serving the same territory and termini as the rail services.

As the country is small and consists of two main islands, the hauls are comparatively short.

Due to the main products being dairy and agricultural in nature, transport is subject to seasonal fluctuation.

Netherlands :

Home
Territory

There are no special aspects of the problem.

* * *

Netherlands
Indies

There are no special aspects of the problem.

Poland

No information available.

No information available.

No information available.

Roumania

No information available.

No information available.

No information available.

	Railway	Road	Inland navigation
Siam		There are no special aspects of the problem.	
Sweden		There are no special aspects of the problem.	
Czechoslovakia	<p>If the Czechoslovak system of transport is considered from the point of view of the co-ordination of rail and road traffic, the following conclusions may be drawn :</p> <p>There is only one provision in the law which explicitly refers to co-ordination. It is the provision in paragraph 6/3 of the Law of April 12th, 1935, which makes it obligatory for authorities competent to grant concessions of all kinds to consider, when examining the question of the public utility of proposed motor services, " whether the needs of the public are not already sufficiently and suitably met by the railway or other means of transport already existing "</p> <p>The law does not confine itself to this instruction, and does not allow the local government authorities a free hand to decide independently as to the utility of new motor services.</p> <p>The Department of Railways takes an important part in the procedure preceding the grant of a concession. This Department is responsible for seeing, while taking the general interests into account, that in every case co-ordination between rail and road traffic is established, or is at least planned and made possible.</p> <p>The Railways Department is far from considering the above measures as entirely effective means of attaining the co-ordination desired, and it continues, by following attentively methods applied abroad, to consider a system of co-ordination which, while taking into account the particular conditions in the country, would facilitate the attainment of that object.</p>		No information available.
Turkey	No information available.	No information available.	No inland navigation.
Union of Soviet Socialist Republics	No information available.	No information available.	No information available.
Yugoslavia	No information available.	No information available.	No information available.