

GENEVA,
October 20th, 1923.

LEAGUE OF NATIONS.

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

Minutes of the Fifth Session

held at Geneva, August 29th-September 1st, 1923.

(WITH ANNEXES.)

The Committee is at present composed as follows:

Chairman:

His Excellency M. Benjamin FERNANDEZ Y MEDINA (appointed by the Government of Uruguay). Minister Plenipotentiary in Spain.

Vice-Chairmen:

M. A. CHARGUERAUD (appointed by the Government of France). President of the Central Commission for the Navigation of the Rhine.

M. Bohdan WINIARSKI (appointed by the Government of Poland). Professor of Law at the University of Posen.

His Excellency Dr. ARISTIDES DE AGUERO Y BETHANCOURT (appointed by the Government of Cuba). Envoy Extraordinary and Minister Plenipotentiary in Berlin.

M. Francisco AMUNATEGUI (appointed by the Government of Chile). Secretary-General of the Mixed Courts of Arbitration.

Mr. J. G. BALDWIN (appointed by the Government of the British Empire). Representative of Great Britain on the International River Commissions.

M. Guillermo BROCKMANN (appointed by the Government of Spain). Inspector-General of Bridges and Roads.

Jonkheer Dr. W. J. M. VAN EYSINGA (appointed by the Government of the Netherlands). Professor at the University of Leyden, Member of the Central Commission for the Navigation of the Rhine.

Dr. Robert HEROLD (appointed by the Government of Switzerland). Director of the Railways Section at the Federal Railways and Postal Department at Bern. Privat-Docent at the University of Zurich.

M. P. A. HOLCK-COLDING (appointed by the Government of Denmark). Director at the Ministry of Public Works.

M. E. MONTARROYOS (appointed by the Government of Brazil). Engineer, formerly Staff Captain.

M. S. OKUYAMA (appointed by the Government of Japan). Councillor of Embassy at Paris.

M. OUANG-HAN (appointed by the Government of China). Engineer of Railways.

His Excellency M. Charles Robert PUSTA (appointed by the Government of Esthonia). Minister Plenipotentiary at Paris and Rome.

M. A. SEELIGER (Temporary Member, appointed by the Government of Germany). Minister Plenipotentiary, Ministry for Foreign Affairs, Berlin.

- M. Giralomo SINIGALIA (appointed by the Government of Italy). Formerly Chief Inspector of the Italian State Railways. Member of the Central Commission for the Navigation of the Rhine.
- Dr. A. STIEVENARD (appointed by the Government of Belgium). Inspector of Belgian Railways.

EXPERTS TO THE COMMITTEE.

- M. R. M. AVRAMOVITCH, Engineer, Under-Secretary of State at the Ministry of Communications at Belgrade (for railway questions).
- Dr O. LANKAS, Director at the Ministry of Railways at Prague (for railway questions).
- M. G. POPESCO, Secretary-General at the Roumanian Ministry of Communications. Professor at the Polytechnical Institute of Bucarest (for water transport questions).
- M. P. BIGNAMI, Engineer, formerly Under-Secretary of State (for hydro-electric questions).
- M. J. HOSTIE, Secretary-General of the Central Commission for the Navigation of the Rhine (for the Equitable Treatment of Commerce).
- M. E. ISABELLE, Engineer, Technical Adviser to the Reparations Commission (for the drafting of the Convention on the International Regime of Railways).
- M. A. G. KRÖLLER, Member of the Economic Council at the Ministry of Foreign Affairs at The Hague (for the equitable treatment of commerce).
- M. P. WOLF, Privy Councillor at the Ministry of Transport at Berlin (for the drafting of the Convention on the International Regime of Railways).
- M. TSANG-OU, Director of the Chinese State Railways (for the drafting of the Convention on the International Regime of Railways).

Secretariat: Sir Arthur SALTER, Permanent Representative of the Secretary-General of the League of Nations; Director of the Communications and Transit Section.

M. Robert HAAS, Secretary-General of the Advisory and Technical Committee; Member of the Communications and Transit Section of the League of Nations.

The Sub-Committees are composed as follows:

SUB-COMMITTEE FOR TRANSPORT BY RAIL.

Chairman: M. HEROLD.

Vice-Chairman: M. BROCKMANN.

MM. AMUNATEGUI.
BALDWIN.
OKUYAMA.
OUANG-HAN.
SINIGALIA.

Experts: MM. AVRAMOVITCH;
ISABELLE (for the drafting of the Convention on the International Regime of Railways);
LANKAS;
TSANG-OU (for the drafting of the Convention on the International Regime of Railways);
WOLF (for the drafting of the Convention on the International Regime of Railways).

Secretary: Colonel Hiam, Member of the Communications and Transit Section of the League of Nations.

SUB-COMMITTEE FOR TRANSPORT BY WATER.

Chairman: M. MONTARROYOS.

Vice-Chairman: M. WINIARSKI.

MM. DE AGUERO Y BETHANCOURT (for maritime questions).
BALDWIN.
CHARGUERAUD.
VAN EYSINGA.
FERNANDEZ Y MEDINA.
STIEVENARD.

Expert: M. POPESCO.

Secretary: M. ROMEIN, Member of the Communications and Transit Section of the League of Nations.

SUB-COMMITTEE FOR GENERAL AFFAIRS.

Chairman: M. SINIGALIA.

Vice-Chairman: M. HOLCK-COLDING.

MM. DE AGUERO Y BETHANCOURT.
CHARGUERAUD.
PUSTA.
STIEVENARD.
OUANG-HAN.

Secretary: Colonel HIAM.

SPECIAL SUB-COMMITTEES.

SUB-COMMITTEE FOR THE EQUITABLE TREATMENT OF COMMERCE.

Chairman: M. FERNANDEZ Y MEDINA.

MM. BALDWIN.
CHARGUERAUD.
MONTARROYOS.
OKUYAMA.
SINIGALIA.
WINIARSKI.

Experts: MM. HOSTIE.
KRÖLLER.

Secretary: M. HAAS.

SUB-COMMITTEE FOR HYDRO-ELECTRIC QUESTIONS.

Chairman: M. HOLCK-COLDING.

MM. CHARGUERAUD.
HEROLD.
MONTARROYOS.

Expert: M. BIGNAMI.

Secretary: M. ROMEIN.

COMMITTEE OF ENQUIRY TO CONSIDER THE QUESTION OF THE REFORM OF THE CALENDAR.

Chairman: Jonkheer VAN EYSINGA.

The Rev. Father GIANFRANCESCHI, President of the Academy "dei nuovi Lincei".
Prof. D. EGINITIS, Director of the Observatory of Athens.
The Rev. T. E. R. PHILLIPS, Secretary of the Royal Astronomical Society of London.
M. BIGOURDAN, Ex-President of the Calendar Committee of the International Astronomical Union.
Mr. WILLIS H. BOOTH, President of the International Chamber of Commerce.

Secretary: M. ROMEIN.

FIRST MEETING

held on Wednesday, August 29th, 1923, at 11 a.m.

Chairman: M. FERNANDEZ Y MEDINA.

Present: All the members and experts, with the exception of MM. CHARGUERAUD, SEELIGER, AVRAMOVITCH, BIGNAMI, LANKAS, POPESCO.

Secretariat: M. HAAS, Secretary-General of the Committee, MM. HIAM and ROMEIN.

OPENING SPEECH BY THE CHAIRMAN.

The CHAIRMAN welcomed the members and experts, and expressed the Committee's regret at the absence of M. Lankas, who was ill; M. Bignami, who was detained in Italy; and M. Popesco, who was detained in Roumania. He hoped that M. Chargueraud's health would allow him to be present at part of the discussions of the Committee, and he stated that there was reason to hope that M. Avramovitch would be able to take part in the work of the Committee from Friday, August 31st, onwards.

ADOPTION OF THE AGENDA.

The draft agenda was adopted. (See Annex I.)

The SECRETARY-GENERAL informed the Committee that M. Chargueraud had asked M. Chaix, Vice-President of the Automobile Club of France, to take his place for the discussion of item 3 of the agenda. (International Driving License for Motor Vehicles).

It was decided that that question should be dealt with at the afternoon meeting, when M. Chaix would be present.

I. REPORT OF THE SUB-COMMITTEE TO CONSIDER THE QUESTION OF OPIUM IN FREE PORTS.

M. VAN EYSINGA was glad to be able to state that certain ideas expressed in the note dated December 30th, 1922, no longer figured in the report now before the Committee. In the document dated December 30th, 1922, the predominant idea was that a free port was entirely independent of the control of the State which exercised rights of sovereignty over the country in which such a port was situated, while the present report admitted the possibility of control. It was, however, extremely difficult to exercise such a control over the traffic in opium. The proposed measures were perhaps the only possible ones, but they were based entirely upon the existence of bills of lading; in the case of fraud, however, no bills of lading existed. He thought it might be desirable to emphasise the difficulties likely to arise under any system of control and perhaps even to declare that a control based entirely upon bills of lading could not be effective.

M. STIEVENARD replied that the Sub-Committee was well aware that it would be extremely difficult to exercise any control in the case of undeclared opium, but that in any case the difficulty was not confined to free ports.

M. MONTARROYOS shared M. van Eysinga's opinion. The Committee must in no way let it be thought that it had found a solution which would obviate any risk of fraud.

Mr. BALDWIN believed that to emphasise the possibility of fraud might give impression that the risk of fraud was greater in a free port than in any other port.

M. DE AGUERO Y BETHANCOURT thought that to say more than had been said in the present report would only encourage fraudulent persons and discourage the Opium Committee.

M. ISABELLE stated that, if the conclusions of the Sub-Committee were adopted, the guarantee would be the same in a free port as in any other port. He therefore proposed to replace the words in the first paragraph on page 2 of the report: "*measures against the contraband in opium in a free port will often be ineffectual*" by "*measures against the contraband in opium in a free port will, as in the case of any other port, often be ineffectual.*"

M. STIEVENARD would even like to go further, although he was prepared to accept the amendment proposed by M. Isabelle.

They must not lose sight of the fact that, although it was true that the supervision exercised in a free port could certainly not be compared with that exercised over goods in any other port, supervision which might be exercised on leaving the territory of a free port might be much more effective than on leaving any other port. Generally speaking, control in a free port might easily be more effective than in any other port.

The amended report was adopted in the form of a resolution by the Committee. (See Annex 2aa.)

2. REGULATION OF SUMMER TIME.

The SECRETARY-GENERAL explained that the note prepared by the Secretariat (see Annex 3) gave a summary of the replies which had been received from the various Governments. A comparative study of these replies showed that in the majority of cases the attitude of a Government towards summer time would be decided by economic considerations. Thus, the decision taken with regard to the possible introduction of summer time would often differ according as agriculture or industry predominated in any given country. Geographical position was another factor. Generally speaking, the problem of summer time did not arise in the countries of Southern Europe which were specially favoured with an abundance of sunshine and daylight. In Northern Europe, also, where the summer nights were very short, there was no real interest in having any special time regulations. It was only in countries of mean latitude that there seemed to be any necessity for the introduction of summer time.

Here, again, it was important to know whether the official time corresponded with the mean solar time of the country. Thus, for example, Switzerland, which had Central European time, and which lay entirely to the west of meridian 15, already profited the whole year round by a certain prolongation of the day.

Finally, it might be said that the decision of any State with regard to the introduction of summer time might, to a certain extent, be influenced by the attitude taken in the matter by the neighbouring States.

M. VAN EYSINGA would be glad to see the efforts made in his country with a view to the adoption of Greenwich time supported by a recommendation on the part of the Committee. But the same question possibly arose in other countries. The Committee might therefore adopt a resolution in rather general terms.

M. HEROLD thought that it was desirable that the Netherlands should adopt Greenwich time. With regard to summer time, the situation was apparently becoming more stabilised. At the present moment, it was, in fact, more or less stable. Summer time was regularly in force in Great Britain, France, Belgium, Luxemburg and the Netherlands.

The Committee might recommend that countries which adopted summer time should come to an agreement with regard to the dates for the beginning and end of the period. This appeared essential for the smooth working of the international services.

The Committee might further draw the attention of the Governments to the difficulties arising from the fact that differences of time existed within the same geographical zone. Thus, for example, the Netherlands, which lay within the Greenwich zone, had Amsterdam time. The various States must necessarily come to an agreement as to the dates on which the period of summer time should begin and end. This was particularly desirable on account of the work to be done by the conference on time-tables, which was drawing up a scheme for the running of international trains. He quoted as an example the last conference on time-tables held at Lucerne, when it was not known at what moment France would adopt summer time, and he hoped that the coming conference on time-tables to be held at Nice would not be at the same disadvantage.

M. WOLF stated that Germany had adopted summer time during the years 1916, 1917 and 1918, and that it was not impossible she would again adopt it in 1924. He quoted the resolutions adopted by the First Commission of the International Union of Railways (U.I.C.) at its meeting at Vienna. In these resolutions it was proposed that an international conference of the various Governments should come to an agreement with regard to the adoption of summer time by Governments which approved of it, and that the introduction of summer time should always take place on the night from a Saturday to a Sunday. Many goods trains did not run on this night, and from the industrial point of view the weekly holiday facilitated the introduction of summer time during that interval. He wondered whether the Committee could not support the resolutions of the U. I. C.

Mr. BALDWIN did not see the use of such a conference. He thought that the countries concerned could always come to an agreement.

M. SINIGALIA was of opinion that the U. I. C. would of its own accord do what was necessary to bring its resolutions to the knowledge of the various Governments. He thought that the Committee's conclusions should rather be of a general nature.

M. ISABELLE proposed that the Committee should give expression to three ideas in its resolutions:

1. that the States should come to an agreement with regard to the dates for the beginning and end of the summer-time period, and that reasonably early notice should be given of these dates;
2. that the introduction of summer time should always take place in the night from Saturday to Sunday to suit the needs of the railways;
3. that the official time in the same zone should be the same for all countries lying within that zone.

Mr. BALDWIN drew attention to the fact that the night from Saturday to Sunday had always been chosen.

It was decided that a draft resolution should be prepared on the above lines for submission to the Committee at a subsequent meeting.

The meeting rose at 12.30 p.m.

SECOND MEETING

held on Wednesday, August 29th, 1923, at 4 p. m.

Chairman: M. FERNANDEZ Y MEDINA.

Present: All persons present at the first meeting, M. CHAIX, Vice-Chairman of the Automobile Club de France, replacing M. Chargueraud, and M. CHARGUERAUD-HARTMANN, Secretary-General of the Oder Commission.

Secretariat: M. HAAS, Secretary-General of the Committee, MM. HIAM and ROMEIN.

3. INTERNATIONAL DRIVING LICENCE FOR MOTOR VEHICLES.

(See Annex 4.)

The CHAIRMAN welcomed M. Chaix, Vice-President of the Automobile Club of France, in place of M. Chargueraud.

M. CHAIX expressed M. Chargueraud's regret that ill-health prevented him from attending this session of the Committee. He reviewed the measures which up to the present had been taken with a view to the unification of the regulations governing motor traffic. Great efforts had been made for some time to facilitate communications by road, more especially the crossing of frontiers, and three international bodies had been formed: (1) The International Association of Automobile Clubs; (2) The International Touring Alliance, (3) The Permanent International Association of Road Congresses.

Great caution must obviously be exercised when approaching the Governments, since even the question of sovereignty was involved and it was perfectly natural that nations should wish to preserve complete liberty to issue regulations which they might deem proper. It was none the less to be desired that a traveller in a foreign country should not feel altogether at a loss owing to radical differences in the regulations. An attempt had therefore been made to act through international associations, embodying national associations, and very interesting results had been obtained. As far as Customs were concerned, the crossing of frontiers had been made much easier and traffic facilities had been greatly increased. As regards driving licences, an international diplomatic conference met in Paris in 1909 to enquire into traffic requirements, more especially into the question of driving licences. Before that date a driver had to pass a new test in every country. As a result of the conference of 1909, an international road certificate was introduced, but this certificate consisted of a single instrument, applying at the same time to the owner, to his mechanic (if any) and to the vehicle; moreover, it was valid for only one journey to any one foreign country. Its scope was therefore restricted.

M. Chaix made a statement regarding the principles on which the Convention of 1909 was based, *i. e.* that no person should be permitted to drive a motor vehicle unless some competent authority had declared that he was not endangering public safety. Certain States, such as Belgium, which had not introduced a national driving licence, or Great Britain, which issued driving licences without a previous test, delegated to certain recognised private associations the duty to ascertain whether any applicant for an international driving certificate was capable of driving an automobile and to give him a certificate to that effect. As a general rule, applying to all States, a driving licence was not issued except to persons over 18 years of age.

M. Chaix thought that the main fundamental provisions of the existing Convention of 1909 should not be modified, but it would be desirable to keep the certificate for the car and the licence for the driver distinct when issuing road certificates. The validity of the new certificate should be restricted to one year, because it was always easier to refuse to renew a licence than to cancel it if the driver should not prove worthy to hold one, and probably no State would accept a permanent international licence. The number of journeys into any one foreign country during this period should be unrestricted, or, at any rate, very largely increased.

At present a driver who changed his car had to submit again to all the formalities which he had already fulfilled. If the present type of road certificate, which is valid both for the driver and the vehicle, were divided into two distinct documents, valid separately for the vehicle and for the driver, this would be avoided.

An international conference held at Paris two years ago under the chairmanship of M. Chaix himself, at which twenty nations and thirty-two associations were represented, passed a recommendation to the above effect. The Conference of the Roads Congresses at Seville had recently taken up the same idea.

In order to modify a diplomatic convention, a new diplomatic conference would be necessary. The persistent efforts of private bodies had been directed towards inducing the Governments to convene such a meeting, and M. Chaix expressed the hope that this policy would have the Committee's support.

M. Chaix submitted the following recommendation to the Committee:

" In view of the important developments which have taken place during the last twelve years in international traffic by motor vehicles, more especially as regards the transport of passengers and the transport of goods and materials, the Conference recommends that the Governments

signatory to the International Convention of 1909 relative to automobile traffic should amend the existing type of international road certificate by adopting the principle:

- “(1) of an international driving licence,
- “(2) of an international licence for vehicles.

“These two documents, henceforward to be kept distinct, should, like the international road licence, only be valid for a period not exceeding one year.”

The CHAIRMAN thanked M. Chaix for his very interesting statement.

M. SINIGALIA asked whether the recommendation had been unanimously adopted at the Conference of 1921.

M. CHAIX replied that certain countries, among them Belgium, had rejected it, but only in order to show that they were in principle opposed to the institution of any system of national driving licences, since they considered the guarantees offered by such a document illusory and had never adopted that principle.

The value of a driving licence was at times, it is true, somewhat fictitious, but the withdrawal of such licences constituted a very effective penalty. At the time of the 1909 Conference it had appeared reasonable to restrict the licence to one journey into and out of each country, but since then conditions had changed considerably. A great deal of indulgence no doubt obtained at present in so far as the crossing of frontiers was concerned, but this was only as an exceptional favour not sanctioned by the existing regulations.

Mr. BALDWIN was afraid that the international certificate might cost less than the national licence and thus make it possible for certain persons to evade paying the fees due to the national authorities issuing national driving licences.

M. CHAIX explained that the international certificate was only issued to bearers of national licences. In the case of the transport of parties crossing a frontier frequently, the persons in charge had at present to declare their vehicles, to pay duty and to obtain national driving licences in each country. These lengthy and complicated formalities constituted real obstacles to international road traffic.

M. WOLF enquired whether the proposed certificate would confer the right to drive vehicles of every type or whether it would be restricted to certain degrees of horse-power.

M. ISABELLE pointed out that a distinction should be drawn between ordinary road traffic and traffic with heavy vehicles, whether lorries for the transport of goods or cars for the collective transport of passengers, particularly in mountainous regions.

M. CHAIX replied that these various conditions were taken into account in France. A distinction used to be drawn between cars according to their horse-power, but nowadays when cars of a comparatively low horse power were capable of attaining very great speed, the difference between a 10 HP and a 20 HP car was difficult to establish. A distinction between ordinary touring cars and vehicles for the transport of passengers and heavy lorries should, however, be made.

M. STIEVENARD pointed out that many accidents occurred because the driver was driving a car of a type with which he was not familiar.

M. CHAIX replied that no national laws made a new test compulsory on the purchase of a new car, and that, moreover, modern cars were generally more or less uniform in type.

M. HOLCK-COLDING supported M. Chaix's proposal. The automobile clubs of Denmark were anxious for a modification to this effect in their present system.

The SECRETARY-GENERAL proposed that the text of a resolution should be drawn up beginning with an enumeration of the difficulties which were felt at present and containing the suggestion that the car certificate and that of the driver should be issued as separate documents, and, finally, that it should provide for wider facilities for crossing frontiers. The case of the transport of passengers and that of heavy lorries might then be considered. The necessity for avoiding giving a specially favoured position to international road certificates as compared with national licences might then be pointed out, and the resolution might conclude with a recommendation advocating an international conference for the revision of the Convention of 1919 in conformity with these principles.

M. DE AGUERO Y BETHANCOURT proposed that the above recommendation should be addressed to the Council.

This proposal was adopted.

The Secretary-General was asked to submit a draft resolution.

M. CHAIX expressed his thanks to the Committee for the kind welcome extended to him.

4. REPORT OF THE DELEGATE TO THE MEETING OF THE INTERNATIONAL AIR TRAFFIC ASSOCIATION.

A letter from Mr. BALDWIN was read. (See Annex 5.)

The SECRETARY-GENERAL thought that it would be desirable to call the attention of the next Conference on Customs Formalities to the question raised in Mr. Baldwin's letter. As regards the International Air Traffic Association's request, it had been decided at the last session that the

Sub-Committee on General Affairs should deal with this matter. The Sub-Committee might perhaps submit a report in the course of the present session.

This proposal was adopted.

The Secretariat was instructed to prepare a draft resolution to be submitted to the Committee at a subsequent meeting.

5. REPORT OF THE DELEGATION TO THE INTERNATIONAL CONGRESS OF NAVIGATION HELD IN LONDON ON JULY 2nd-7th, 1923.

(See Annex 6.)

The CHAIRMAN, on behalf of the Committee, thanked M. Montarroyos for the notable work he had accomplished.

M. MONTARROYOS begged leave to express his warm appreciation to Mr. Baldwin and M. Popesco, as well as to M. Romein, for the valuable help which they had given him. He called the Committee's attention to the importance of the two matters referred to in the Report, viz: (a) the unification of the statistics for inland navigation, and (b) the standardisation of the maritime signalling system. In his opinion the Committee might with advantage consider these questions.

(a) *Unification of Statistics for Inland Navigation.*

M. VAN EYSINGA pointed out that the Economic Committee was already dealing with the general question of the unification of statistics.

M. MONTARROYOS asked whether the Economic Committee was at present dealing with transport statistics.

M. ROMEIN explained that that Committee had not undertaken any enquiry into the question of the unification of transport statistics. In this respect there was therefore no reason to fear overlapping. The sections concerned were in sufficiently close touch to enable the Secretariat to be fully informed at any time of the work of either of the two Committees.

M. MONTARROYOS thought that no organisation was dealing with the unification of tonnage measurements for inland navigation, which was an essential factor in the unification of shipping statistics. It appeared to him that these two questions should be studied together.

The CHAIRMAN thought that it would be well to wait until the standardisation of tonnage measurements had been put into operation before attempting to arrive at a unification of statistics. Such unification would necessarily call for a uniform nomenclature for the description of goods.

M. HOSTIE enquired whether statistics regarding goods were also contemplated. If so, he wished to point out that a group of countries had agreed to establish a list of goods as far as the Rhine navigation was concerned, and that such a list might with advantage be generally adopted.

After some discussion, *it was decided to refer the question of the unification of statistics for inland navigation to the two Sub-Committees on Water Transport and General Affairs.*

The discussion was adjourned to a subsequent meeting.

As regards the question of the *reform of the calendar*, *it was decided that a Sub-Committee should be set up* to which the representatives of the Churches and three members of the Committee, M. van Eysinga, M. Winiarski and M. Agüero y Bethancourt, should be appointed.

The meeting rose at 7.30 p.m.

THIRD MEETING

held on Thursday, August 30th, 1923, at 10.30 a.m.

Chairman: M. FERNANDEZ Y MEDINA.

Present: All the persons present at the second meeting with the exception of M. CHAIX. There were also present: Rev. Father GIANFRANCESCHI, designated by the Holy See, Professor EGINITIS, designated by His Holiness the Œcumenical Patriarch of Constantinople, and the Rev. T. E. R. PHILLIPS, designated by His Grace the Archbishop of Canterbury.

Secretariat: M. HAAS, Secretary-General of the Committee, and MM. HIAM and ROMEIN.

6. REFORM OF THE CALENDAR.

(See Annex 7.)

The CHAIRMAN stated that the question of the reform of the calendar had been referred to the Committee and that at the meeting held in August 1922 the Committee had been of opinion that the religious authorities interested should be consulted before taking further steps in the matter. The Committee had therefore requested the Holy See, His Holiness the Œcumenical Patriarch and His Grace the Archbishop of Canterbury to be good enough to appoint representatives to attend the meetings to be held in 1923.

He welcomed the Reverend Father GIANFRANCESCHI, designated by the Holy See, M. D. EGINITIS, designated by his Holiness the Ecumenical Patriarch, and the Rev. T. E. R. PHILLIPS, designated by His Grace the Archbishop of Canterbury. He then invited M. van Eysinga to explain the present position as regards this question.

M. VAN EYSINGA said it would be presumption on his part to attempt any statement on the question of the reform of the calendar, seeing that the three eminent gentlemen whom they had just welcomed into their midst were authorities on the matter and that to attempt to give them information on a question with which they were so familiar would be to carry owls to Athens.

He therefore proposed to inform them under what circumstances the League of Nations, and more especially the Organisation for Communications and Transit, came to deal with this problem.

According to the text of the Covenant, the League of Nations was entrusted with a large number of international problems, including that of freedom of transit and communications and of the equitable treatment of commerce.

The Organisation for Communications and Transit had been established by the First Assembly of the League of Nations and was composed as follows:

1. of a General Conference which met at regular intervals;
2. of the Advisory and Technical Committee;
3. of a Permanent Secretariat forming part of the Secretariat of the League of Nations;

The Advisory Committee had been instructed to devise some unification of the means of measuring space and time, solely, of course, with a view to facilitating communications, for one of the greatest difficulties to be confronted in this matter was that space and time were not measured in the same terms by the various nations of the world.

Regarding the measurement of time, the Committee had already broached the question of summer time and time zones; it had been impressed with the difficulties arising in international economic life from the use of different calendars and was thus induced to undertake the consideration of the problem of calendar reform.

This reform might be subdivided into three branches: first, the simultaneous existence of several calendars; but that part of the problem could for the present be considered as practically solved. Indeed, a certain number of States which had preserved the Julian Calendar had adopted the Gregorian Calendar, and M. Eginitis himself had played an important part in the investigations which had led those countries to change their calendar.

But the Gregorian Calendar itself showed a certain number of imperfections, the chief of which was the movability of Easter and of other festivals directly connected with it.

But even if Easter and the festivals connected with it could be fixed, the Gregorian Calendar would still be open to criticism and capable of more radical reforms.

Copious documents referring to these problems had already been collected. However, before proceeding further, a preliminary question had arisen: would not certain considerations of a religious nature tend to place obstacles in the way of the desired solution? The Committee had considered that a preliminary consultation of high religious authorities was extremely desirable in order to determine whether any difficulties of a religious nature would stand in the way of reform of the calendar.

The Rev. Father GIANFRANCESCHI thanked the Chairman and the Committee for their warm welcome. He was of opinion that for the time being only an enquiry could be contemplated, but he was very willing to co-operate with the Committee in any exhaustive study of the question.

The Rev. T. E. R. PHILLIPS thanked the Committee for its welcome both on his own behalf and on behalf of His Grace the Archbishop of Canterbury. He understood that the purpose of the discussion was not to arrive at any decision which would involve a binding engagement on those who had sent representatives to the meeting. Any results arrived at would, of course, have to be referred to the ecclesiastical authorities for their full discussion before their formal approval could be given. He himself could therefore only express what he believed to be the views of His Grace the Archbishop of Canterbury and of the great body of English Churchmen.

M. D. EGINITIS, after having thanked the Committee for its kind invitation, on behalf of the Ecumenical Patriarchate and on his own behalf, for the friendly welcome extended to him, stated that he was very glad to have the honour of taking part in the work of reforming the calendar which had been undertaken by the League of Nations; he had for some years past considered the League to be the international institution most competent to carry into effect a universal unification of the measure of time. He recalled the fact that five years ago, in a report concerning the reform of the calendar which he had submitted to his Government, he had expressed the idea that the unification of the calendar should be the first step towards a League of Nations, for such an international organisation without a common measure of time would be inconceivable. And, two years ago, in the memorandum which he addressed to the Calendar Commission of the Astronomical Union assembled at Rome, and, a little later, in a note which he submitted to the Academy of Science at Paris, he had stated that, if a calendar was one day to be adopted by the whole world, some authority must necessarily deal with the matter; and the League of Nations was, by reason of its authority, best suited to bring about the adoption of the new calendar not only by all Christian peoples but by all civilised peoples. He therefore warmly welcomed the realisation of this idea—the only one likely to produce practical results.

M. Eginitis then gave a brief historical survey of the calendar question and of the various reforms which had been proposed up to that time. The West had adopted the Gregorian Calendar centuries ago; in Eastern Europe, the adoption of this calendar had always, until recently, met

with more or less well-founded political, religious or ecclesiastical difficulties and objections. Fortunately, the consequences of the world war and the alterations it had brought about in the political situation of the orthodox nations had to a great extent removed these difficulties. Thus, Russia, in the first instance, followed by Serbia and Roumania, had during the last few years adopted the Gregorian dates. Taking advantage of these favourable circumstances, M. Eginitis, in December 1918, submitted a long memorandum to his Government pointing out the necessity, the opportuneness and the scientific appropriateness of such a reform. By means of authentic documents, he showed that the chief religious difficulty which had stood in the way of the reform of the Julian Calendar among orthodox nations, namely: the famous Pascal Canon of the Council of Nicea, contained nothing which could be considered an obstacle to the reform of the calendar; that, on the contrary, it constituted an urgent reason for carrying the reform into effect along the lines pointed out by Science and Truth. For the Council of Nicea had determined neither the method of fixing Eastern nor the Julian date of March 21st for the equinox, nor yet that equinox as the principal factor in deciding the date of that festival; it merely ordained that all Christians should on the same day unanimously celebrate the Holy Festival of Easter. That decree, which had been lost and forgotten, was recently discovered and proved to be quite other from what it had hitherto been believed to be.

M. Eginitis' memorandum had been forwarded by the Ministry for Public Worship to the Holy Synod of Greece with the request that the Synod should give it its consideration and pronounce an opinion on it. The Holy Synod, after an exhaustive study of the question, unanimously adopted the following motion, in conformity with the conclusions arrived at in the memorandum in question:

"That, since there are no objections, from the point of view of dogma and canon, to the reform of the Julian Calendar, this reform may be carried into effect..."

The Hellenic Government, taking advantage of this important decree, published, between January 18th and 31st, 1923, a legal enactment according to which: February 16th, 1923 (old time), became March 1st, 1923, for all civil purposes in Greece. But the Greek Church, in order to change its calendar, would previously have to obtain the consent of the whole of the Orthodox Church. The Orthodox States have therefore unified their measure of time without touching religious festivals by introducing the Gregorian date solely for all purposes of civil and political life.

But the Orthodox Church, which had always been unwilling to depart from the prescriptions of the Council of Nicea and of Science, after the discovery of the true text of the Pascal Decree issued by that Council, could not refuse any longer to conform to it. Accordingly, in May of this year, at the invitation of the Œcumenical Patriarchate of Constantinople, a Pan-Orthodox Congress, at which almost all the Orthodox Churches were represented, met at Constantinople, under the presidency of His Holiness the Œcumenical Patriarch of that city. The decision of that Congress with regard to the correction of the Julian Calendar of the Orthodox Church was as follows:

"Seeing that the correction of the ecclesiastical calendar, in conformity with the data of astronomical science, meets with no canonical objection (the Congress) decides that October 1st, 1923, shall, for the Church and its religious festivals, be October 14th, 1923."

Thus the Julian Calendar, which had been in use for almost 2,000 years, was no longer observed in any country in the world, and would soon no longer be in use in any Christian Church.

With regard to the Gregorian Calendar, the Orthodox Church appeared to prefer the adoption of a calendar which should be free from the defects common to the Julian and Gregorian calendars, for it had reason to think that it was neither practical nor wise to replace its calendar by an equally imperfect one instead of correcting it, just at a time when all nations using the latter were finding it necessary to abandon the use of it on account of its defects. This showed that the Orthodox Church was fully prepared to adopt a reformed calendar. The Pan-Orthodox Congress, which met last year at Constantinople, had even requested the Œcumenical Patriarchate, after having reached an agreement with the other Orthodox Churches, to inform the League of Nations that the Orthodox Church was fully prepared to adopt a reformed calendar provided that the other Christian Churches also adopted it.

The Gregorian and Julian Calendars, being derived from the same source, did actually contain errors common to both. For that reason, a number of international congresses had, during the last few years, urgently appealed for the preparation of a new calendar which should be free from these errors.

The chief of these errors were: (1) *the arbitrary date fixed for the beginning of the year*; (2) *the inequality and irregularity of the months, quarters and half-years*; (3) *the names of the last four months of the year*; (4) *the lack of fixity*; and (5) *the excessive movability of the Easter festival*.

Before the war, the Academy of Sciences at Paris had already referred the question of calendar reform to the International Association of Academies. That Association, at its last meeting in Petrograd in 1913, had entered upon the question of reform, but the war had interrupted this work. Recently, the International Astronomical Union had appointed a special commission to study the question. That Commission, composed of very competent scientists, had at its meeting in Rome in May 1922 prepared a draft calendar in which it had adopted the following principles:

The date fixed for the *beginning* of the year, at present January 1st, was entirely arbitrary, and had no relation whatever with annual astronomical phenomena; it had been thought that it would be more scientific and more logical if it coincided with the beginning of one of the four astronomical seasons of the year. The beginning had therefore been put back ten days in order to make it coincide with the winter solstice. That was one of the least practical of the reforms.

In order to make the various divisions of the year more *equal and regular*, it had been proposed that each quarter should be made up of one month of 31 days and two months of 30 days.

To make the calendar *immovable*, it was decided that the year should be composed of 52 weeks plus one or more blank days.

With regard to the *stabilisation of the Easter Festival*, the Commission confined itself to recommending that this reform, which affected commerce, industry, university life, legal activities, transport and so on, should be adopted and carried out by the Church, the only authority competent to give a decision in the matter.

These reforms, and more especially the two latter, were very closely connected with the Church, and it was desirable, before undertaking any discussion on the matter, to make sure that the religious authorities concerned would raise no definite objection on principle to the interruption of the continuity of the week by the introduction of days without date and outside the week and by making Easter an immovable feast.

With regard to the Orthodox Church, which he had the honour of representing, he could assure the Committee that it appeared ready to accept these reforms in principle if the other Christian Churches also adopted them. Indeed, according to the decision adopted by the Pan-Orthodox Congress at Constantinople: *the Orthodox Church preferred a calendar in which the continuity of the week would be retained and the festival of Easter would correspond exactly to the Sunday on which the resurrection of Jesus Christ took place, but it did not on principle oppose the interruption of the continuity of the week or the stabilisation of the festival of Easter on condition that the other Christian Churches also adopted these two reforms.*

In conclusion, M. Eginitis stated that to obtain a practical result it was essential, in view of the great number of reforms hitherto proposed, that the League of Nations should submit a definite scheme to the different Churches and the various States for their consideration and should ask them to give their opinions or make proposals relative to the matter; the study of these replies by the Committee itself or by a special international Sub-Committee would facilitate the formulation of a definitive scheme which might be adopted by every body. Seeing that there already existed the Calendar Committee of the International Astronomical Union. — M. Eginitis thought that the League of Nations might propose the scheme drafted by that Commission as a basis for its investigations.

The CHAIRMAN thanked M. Eginitis for his valuable statement. He explained that the three representatives of the ecclesiastical authorities were about to meet three members of the Committee on a Sub-Committee, that same afternoon, in order to investigate the matter. At the present moment, of course, the different Churches could not be asked to give any undertaking. Only investigations and an exchange of views were contemplated.

The Committee would not adopt a decision, but would determine, in accordance with the replies given by the representatives of the religious authorities, the procedure for carrying on the enquiry.

The question was referred to the Sub-Committee appointed for the purpose.

The meeting was suspended at 11.35 a.m. and the Representatives of the ecclesiastical authorities left the Committee room.

The meeting was resumed at 11.45 a.m.

7. UNIFICATION OF TONNAGE MEASUREMENT FOR INLAND NAVIGATION.

A note on this subject was read. (See Annex 8.)

M. CHARGUERAUD-HARTMANN dwelt on the importance, in the case of inland navigation, of a single system of shipping measurement. If a unification covering all the navigable inland waterways of Europe was aimed at, it was indispensable to invite the co-operation of the riparian States of the Danube. It appeared, however, that there were reasons which prevented the International Danube Commission from dealing with this question. If this were the case, would it not be desirable to find some other mode of procedure?

M. ROMEIN explained that only one article in the Danube Statutes dealt with tonnage measurement, namely: Article XVIII, which related to the payment of dues.

As he himself had attended the meeting of the International Danube Commission at which the question of tonnage measurement was discussed, he was in a position to give the Committee some further information. The Danube Commission was not unanimous as to whether the drawing-up of enforceable regulations for tonnage measurement to be applied to the whole of the international waterways system of the Danube under its jurisdiction was or was not within its terms of reference. So far, it had restricted itself to those sectors in which dues were levied for practical purposes, *i.e.* to the Iron Gates.

Several of the Danube riparian States were, however, in favour of a uniform compulsory system of tonnage measurement, and there appeared every reason to hope that all the Danube riparian States might collaborate in any future conference for drawing up an international agreement on tonnage measurement for inland waterways.

M. VAN EYSINGA pointed out that the fact that the question of tonnage measurement would be settled as far as it affected certain sectors of the Danube where dues were levied would react on the navigation of other parts of the river.

M. ROMEIN replied that this observation was quite correct, but that it only applied to navigation passing the Iron Gates. On the Danube there were an Upper Danube and a Lower Danube

navigation system, which were quite distinct from one another. A large proportion of the boats did not pass through the Iron Gates sector.

As regards the immediate attitude to be adopted, he ventured to suggest that the Committee should await the results of the work of the Central Commission for the Rhine Navigation on this question.

The scheme to be proposed by that Commission would probably furnish the framework for the Committee's investigations. These would be designed to secure uniformity in tonnage measurement over all the principal river waterway systems.

M. STIEVENARD wondered whether it was not dangerous for certain Commissions to be putting forward separate schemes of regulation, because the existence of these different regulations would render subsequent unification more difficult.

Mr. BALDWIN believed that, if the work of the Central Commission for the Rhine Navigation were successful, other countries would very likely be inclined to fall in with the system adopted for the Rhine.

M. CHARGUERAUD-HARTMANN believed that the system contemplated by the International Danube Commission would probably not be very different from that adopted for Western Europe in 1898.

M. HOSTIE supported M. Romein's suggestion.

After some discussion *the Committee decided to await the result of the work of the Central Commission for the Rhine Navigation.*

The Secretariat was instructed to prepare a draft resolution to this effect, to be submitted to the Committee at a subsequent meeting.

8. UNIFICATION OF PRIVATE LAW AS REGARDS INLAND NAVIGATION.

A note on this subject was read. (See Annex 9.)

M. ROMEIN explained that the question had been raised by the Czechoslovak Delegation before the International Danube Commission, but, as the Commission was not unanimous as to whether the question was within its competence, the Delegation had withdrawn it.

A comparison of the text dealing with this matter in the two Statutes of the Danube and the Elbe would perhaps be instructive. In Article XL the Danube Statutes laid down that: "The States signatory to the present Convention shall endeavour to establish by means of separate Conventions uniform, civil, commercial, sanitary and veterinary regulations concerning navigation and transport contracts." Article XLVIII of the Elbe Statutes provided that: "The Commission shall proceed, in particular, by preparing draft conventions to be submitted to the States concerned, to the unification of the laws and regulations applicable to all matters concerning commerce and navigation on the Elbe, as well as of the general conditions of work of the staff engaged in inland navigation on that waterway". In the former case the "States" had assumed an obligation; in the latter "the Commission" had had a duty assigned to it.

M. VAN EYSINGA thought that it would be well to wait and see whether the Central Commission for the Rhine Navigation arrived at any practical result. This result might be communicated to the Communication and Transit Committee and to the other River Commissions.

M. MONTARROYOS asked whether the Committee could not begin to deal with this problem.

M. HOSTIE was of opinion that for the present it would be best to retain the previous resolution and to leave the various River Commissions to work for the realisation of this scheme. On the other hand, he thought that a systematic comparative study by the League of existing legislation relative to the question of private law concerning inland navigation might possibly be the greatest assistance to the River Commissions in their work, and, above all, might facilitate in the future the co-ordination of the results achieved by these Commissions.

After some discussion *it was decided that a small Sub-Committee consisting of Mr. Baldwin, M. van Eysinga, M. Hostie and M. Montarroyos should meet on Friday morning at 10 a. m. to consider M. Hostie's suggestion.*

The meeting rose at 12.30 p.m.

FOURTH MEETING

held on Thursday, August 30th, 1923, at 5.15 p.m.

Chairman: M. FERNANDEZ Y MEDINA.

Present: All persons present at the second meeting, with the exception of M. CHAIX.

Secretariat: M. ROMEIN.

5. DISCUSSION OF THE REPORT OF THE DELEGATION TO THE INTERNATIONAL CONGRESS ON NAVIGATION, HELD AT LONDON FROM JULY 2nd TO 7th, 1923 (*resumed discussion.*)

b) *Unification of the System of Maritime Signals.*

M. MONTARROYOS wished to make an explanatory statement with regard to the organisation of the London Congress.

The Congress had been divided into two sections: one dealing with problems of inland navigation, the other concerning problems of maritime navigation. The agenda included "questions" and "communications". The Congress in general assembly was only called upon to adopt decision with regard to the "questions" properly so-called. With regard to the "communications", the sections had on the whole adopted the decisions arrived at by the rapporteurs.

As pointed out in the report by the Delegation, M. Montarroyos thought he was justified in stating that the Advisory and Technical Committee for Communications and Transit might lend efficient assistance towards the solution of the problems. This idea had been approved notably in the Maritime Section by M. Rouville, French Delegate.

M. Montarroyos thought that the Committee was the body best suited for the consideration of the problem of the unification of the system of maritime signals. This question included the placing of buoys and also radio-telegraphic and radio-telephonic signals for establishing the course of vessels.

M. STIEVENARD would have liked to see the verbatim report of the discussions with regard to signals, for this problem was perhaps only a part of a question of wider scope: that of the regulations for safety at sea.

M. MONTARROYOS read the conclusions arrived at by the Rapporteur for the Congress with regard to signals.

The CHAIRMAN thought that the question was of great importance. He quoted the case of a Spanish vessel which had sunk after vainly appealing for help during three days; the lack of international organisation in the matter of assistance and salvage was responsible for this disaster. He then gave some information on the organisations which had existed in his country for this purpose for the last forty years and the activities of which extended over a radius of more than 500 miles.

M. STIEVENARD stated that the Congress on Navigation did not include many representatives of maritime navigation properly so-called. This was the reason why the question of safety at sea had not been treated as a whole.

M. BROCKMANN spoke of radio-lighthouses in Spain. These installations, however, could only be of service if all vessels were furnished with receiving instruments. The question of wavelength also played an important part.

M. MONTARROYOS said that if the problem of safety at sea were taken into consideration, the question of the signalling system must necessarily be included in the discussion.

Mr. BALDWIN did not think it desirable that the Committee should consider that question, as it only possessed a communication from the International Congress on Navigation as a starting point.

M. MONTARROYOS answered that the problem of safety at sea might be considered quite independently from the Congress on Navigation. He was of opinion that it was indispensable that the Committee should consider the problem. Public opinion would have difficulty in understanding any neglect of that question by the Committee for Communications and Transit, which was supplemented by a Sub-Committee on Water Transport, specially qualified to consider the question.

M. STIEVENARD pointed out the fact that, at the time of the debate on the Draft Convention relating to the International Regulations of Maritime Ports, the question of ports of refuge had been set aside precisely because it was connected with that of safety at sea. He suggested that a proposal should be made to the Committee favouring the consideration of the question of safety at sea.

After an exchange of views, *it was decided to adjourn the debate on this question until the proposal mentioned by M. Stievenard had been submitted to the Committee.*

The meeting rose at 6.15 p.m.

FIFTH MEETING

held on Friday, August 31st, 1923, at 5 p.m.

Chairman: M. FERNANDEZ Y MEDINA.

Present: All those present at the first meeting.

Secretariat: M. HAAS, Secretary-General of the Committee; MM. HIAM and ROMEIN.

The CHAIRMAN read a letter from M. Bignami expressing his regret at being unable to take part in the work of the session.

8. THE UNIFICATION OF PRIVATE LAW AS REGARDS INLAND NAVIGATION (*resumed discussion.*)

M. ROMEIN informed the Committee that the Sub-Committee did not consider it advisable to take any action for the moment. It suggested that the Committee should continue the examination of the question on the lines of the resolutions adopted during the Second Session of the Committee.

This was agreed to.

9. REPORT OF THE SUB-COMMITTEE FOR GENERAL AFFAIRS REGARDING THE QUESTION OF CO-ORDINATING AIR AND RAIL TRANSPORT.

This report was read and adopted without discussion. (See Annex 10.)

10. APPLICATION OF THE RESOLUTIONS OF THE GENOA CONFERENCE.

(See Annex 11.)

M. WINIARSKI considered that Colonel Mance's report (Doc. A. 64. 1923. VIII) offered an opportunity of doing some practical work. The speaker quoted several passages in the report regarding the difficulty in which certain countries were placed in consequence of the impossibility of obtaining the necessary credits abroad for putting their means of transport into proper condition. As an example he mentioned the case of Poland, where there was a lack of repairing workshops, whereas Czechoslovakia possessed workshops on a larger scale than was required. Nevertheless, in consequence of the difference of exchange it was impossible for Poland to place orders in Czechoslovakia. He thought it would be desirable to draw the Council's attention to this point, and he read a draft resolution worded as follows:

"The Advisory and Technical Committee, while noting with satisfaction the considerable improvement which has taken place with regard to transport in the countries of Central and Eastern Europe, feels it must draw the attention of the Council of the League of Nations to the fact that the absence of foreign credits constitutes in the case of these countries the most serious obstacle to the re-establishment of normal communications. The devastation caused by the war has imposed extremely heavy burdens on these countries in the form of extraordinary expenditure greatly in excess of the ordinary railway budget and even of the national budget.

"The Advisory and Technical Committee deems it important that the countries of Central and Eastern Europe which have covered by their own means a great part of this expenditure by devoting large sums of money to the purpose in question, and which have consequently contributed to a large extent to the restoration of international communications, should be supported in their efforts by suitable action on the part of the League of Nations."

M. VAN EYSINGA felt that the Committee might consider itself fortunate in possessing such a remarkable report as that submitted by Colonel Mance. He desired to draw attention to two points:

1. On page 23 of the report, mention was made of the lack of uniformity in conventions relating to frontier stations. The report suggested that a standard form of convention with regard to common frontier stations should be elaborated.

2. On page 26, attention was drawn to the difficulties arising from the fact that the allocation of the rolling-stock of the former Austro-Hungarian Empire had not yet been completed.

M. ISABELLE observed that the question of common frontier stations was a complicated one and that considerations other than purely technical ones, more especially political ones, should be taken into account. He was therefore of opinion that it would be better not to go any further in this matter than did the Draft General Convention on Railways. With regard to the distribution of rolling-stock formerly belonging to Austria-Hungary, without excluding the settlement by arbitration proposed by Colonel Mance, he considered that the Committee should not take any action in the matter, seeing that other international organisations were already dealing with this question. It was not impossible that the Committee might some day be called upon to express its opinion on this subject. It was therefore preferable not to discuss it for the present.

Mr. BALDWIN agreed with M. Isabelle. It would be dangerous for the Committee to intervene without any exact information as to the position taken up by other organisations dealing with the matter.

M. HEROLD thought that the question of the necessary credits for undertaking urgent work was purely a financial one. Credits would not be placed at the disposal of countries until the state of their railway finances justified it.

As regards the frontier stations, he doubted whether a standard form of convention would be of much use. He did not object, however, to the sub-Committee on Transport by Rail considering the problem. As regards the distribution of the rolling-stock, he thought that the Committee ought not to deal with the matter unless it were submitted to it for arbitration.

M. WINIARSKI explained that his proposed resolution merely suggested that the attention of the Council should be drawn to the importance of the question of credits. The form which League of Nations aid might take remained an open one.

The SECRETARY-GENERAL desired to give certain explanations in regard to Colonel Mance's mission. Colonel Mance had been instructed to collect information on the spot in regard to the state of transport in various countries of Central and Eastern Europe. One of the principal conclusions of his report was that the technical experts had done their best to improve the state of transport and that the difficulties which still existed were chiefly due to other than technical causes, such as the state of exchange and the difficulty of obtaining credits. It was natural that the Committee which had been entrusted with a mission provided for in Article 8 of the Genoa Resolutions should draw the attention of the Council to this conclusion, although the inferences to be drawn from it might exceed its terms of reference.

As regards the question of frontier stations it would appear that the Sub-Committee on Transport by Rail was competent and that it might with advantage examine the question when the Conference on Customs Formalities had been held.

With reference to the allocation of the rolling-stock of the former Austro-Hungarian Empire, the Committee ought undoubtedly not to deal with this question unless it were submitted to it for arbitration. He further proposed that Colonel Mance's report should be published and that it should be supplemented by a summary of the replies furnished by the various Governments to the questionnaire which had been sent to them.

M. PUSTA observed that it would also be desirable to include in the proposed pamphlet information as to the state of transport in the Baltic States.

The SECRETARY-GENERAL replied that the Secretariat would be very glad to receive information as to the situation in those countries.

He recalled that Russia, which was represented at the Genoa Conference, had made certain reservations when the resolutions on transport were adopted with regard to the activity of the League of Nations in this connection. Under the terms of those resolutions Russia had the right to forward information with regard to the state of transport and to send representatives to the Committee when the question was discussed. The Russian Government had, however, replied in the negative to the request made to it and had referred to the reservations made by the Russian Delegation at Genoa.

M. ISABELLE, referring to Colonel's Mance's report, could not accept the opinion that, apart from the deposit of financial means, there was nothing further to be done in the matter of railway transport would not be accepted. Numerous railway systems had still to be organised, irrespectively of new works, in such a way as to prevent their being operated at a deficit; this was an essential condition for obtaining the necessary financial co-operation for new works. Further efforts must also be made in the matter of administration; mention might be made of new methods which might be applied to remedy the difficulties created by the condition of the exchanges — either the American system set forth in Colonel Hiam's memorandum or any other method.

M. WOLF mentioned that the U. I. C. (International Union of Railways) had established a special committee to deal with the question of exchange and that a sub-committee of that organisation would meet very shortly at Basle and would examine the systems of repayments taking into account the scheme explained in Colonel Hiam's memorandum.

It was decided to forward Colonel Mance's report, together with the replies sent in by the Governments, to the Council, the Assembly, and the Governments represented at the Genoa Conference. The attention of the Council would be more particularly drawn to the question of credits. The Secretariat was instructed to draw up a draft resolution for submission to the Committee at its next meeting

The meeting was adjourned at 6.20 p.m.

The representatives of the religious authorities were introduced and took their seats on the Committee.

The meeting was resumed at 6.30 p.m.

6. THE REFORM OF THE CALENDAR (*resumed discussion.*)

The CHAIRMAN made a statement as to the result of the Sub-Committee's work. He conveyed his thanks to the representatives of the religious authorities for their kind co-operation. He was happy to be able to say that the suggestion of the reform of the calendar met with no insuperable difficulty from the religious point of view. He hoped that, with the assistance of the religious authorities and the support of public opinion, a successful result would be achieved.

M. VAN EYSINGA drew attention to the importance of the question of calendar reform in its relationship to international transport and economic life. The discussions of the Sub-Committee clearly showed that no insuperable difficulty was likely to arise but that the concurrence of all Governments and of all the Churches was, of course, essential. He emphasised the fact that neither the Committee nor the three distinguished gentlemen who were assisting it were in a position to take a decision. The present discussions only represented an interchange of personal views.

In view of the large number of different proposals with which the Committee might have to deal, it was proposed that the enquiry to be undertaken should be based on the scheme of the International Astronomical Union and on the recommendations made by the International Chamber of Commerce.

A draft resolution proposed by the Sub-Committee was read.

Mr. BALDWIN asked whether it would not be advantageous to appoint a representative of Marine Navigation as a member of the Sub-Committee.

M. OKUYAMA suggested that a representative of Buddhism might also be appointed.

The SECRETARY-GENERAL thought that it would be wiser to leave the Sub-Committee free to obtain the assistance of such other persons as it might deem advisable.

It was decided accordingly.

M. MONTARROYOS feared that the text of the draft resolution made the adoption of certain principles impossible. The scheme of the International Astronomical Union, as put forward in Rome in 1922, categorically excluded all possibility of adopting the principle of a year of thirteen months. This principle, however, had met with a good deal of support in certain quarters, and it was on the basis of this principle that the most scientific calendar, which had hitherto been proposed, was established. It would therefore be undesirable that this principle, which was connected with the great name of Auguste Comte, should be excluded from any enquiry into this problem. He urged that the Committee should not restrict itself to the principles embodied in the Rome scheme and in the recommendations of the International Chamber of Commerce. He recalled that M. EGINITIS himself had said that the most perfect proposal from the scientific point of view involved a thirteen-months year.

M. EGINITIS recalled, in connection with the question raised by M. Montarroyos, that the following basic principles were adopted at Rome:

1. Fixing the date for the beginning of the year at the winter solstice.
2. Fifty-two weeks, with one or two blank days.
3. Quarters of equal length.

A year of fifty-two weeks was provided for, but it was optional to divide them into twelve or thirteen months. The idea of thirteen months was not absolutely excluded; instead of adopting months of 30 and 31 days, months of 28 days might be adopted.

It was true that at Rome the proposal to adopt a year of 13 months was rejected, but the proposal of the International Astronomical Union would merely be used as a basis for further study; there was no reason why it should not be modified in any way which might be considered desirable.

M. MONTARROYOS emphasised the fact that the Astronomical Union had rejected the idea of thirteen months. The Committee ought not to give the impression at the present moment of having adopted any particular solution.

He was aware that no member of the Committee had any intention of prejudicing the question, but he was afraid that others, reading the Committee's resolution, might misinterpret it.

M. ISABELLE proposed to substitute, in the penultimate paragraph of the draft resolution, for the words "*on the basis of the scheme proposed*", the words "*taking as a starting point the scheme proposed.*"

M. MONTARROYOS accepted this proposal in view of the fact that the opinions which had been expressed clearly defined the meaning attached to it by the Committee.

The draft resolution, as amended, was adopted. (See Annex 7 aa.)

The CHAIRMAN expressed his sincere thanks to the three eminent gentlemen who had been good enough to collaborate in the work of the Committee.

M. EGINITIS begged, on behalf of the three representatives of the Churches, to thank the Committee and its Chairman for the kindly welcome with which they had been received.

The meeting rose at 7.30 p.m.

SIXTH MEETING

held on Saturday, September 1st, 1923, at 2.30 p.m.

Chairman: M. FERNANDEZ Y MEDINA.

Present: All those present at the first meeting and M. AVRAMOVITCH.

Secretariat: M. HAAS, Secretary-General of the Committee; MM. HIAM and ROMEIN.

II REPORT OF THE MIXED SUB-COMMITTEE OF THE HEALTH COMMITTEE AND THE COMMITTEE FOR COMMUNICATIONS AND TRANSIT.

(See Annex 12.)

M. STIEVENARD made a statement on the work of the Sub-Committee. As the Sub-Committee had only just completed its work it had not yet been possible to distribute the draft Model Convention which had been prepared, but this draft would be annexed to the minutes of that session. He explained that, contrary to certain fears which had been expressed in the Advisory and Technical Committee, the Sub-Committee had found that the adoption of the proposed regulations would not in any way impede traffic on waterways, but would, on the contrary, facilitate it. It would tend to eliminate protective measures — sometimes arbitrary — and, in particular, useless or too strict quarantine measures which, in the absence of universal and systematic regulations, certain countries might feel compelled to enforce in order to protect their frontiers against the introduction of infectious diseases along the waterways.

The speaker stated that he had been requested to draw up a special note, which had been approved by the Mixed Sub-Committee, regarding the deletion of an article in the preliminary draft submitted for discussion. That article prescribed a compulsory registration of vessels in traffic on waterways governed by the convention. The adoption of such a clause would appear to be difficult under present circumstances, seeing that in certain countries registration of vessels used in inland navigation was not compulsory, and in view of the varying distances covered by such vessels and the irregularity of their services. On the other hand, this question, which was closely connected with the question of tonnage measurement, appeared to belong to the sphere of activity of the Committee for Communications and Transit rather than to that of the Mixed Sub-Committee. For this reason the Mixed Sub-Committee, upon the advice of the Rapporteur, had requested the Advisory and Technical Committee to include this question in its programme of work.

A scheme concerning international maritime health measures submitted to the Mixed Sub-Committee had not been discussed by that body since this question had not yet been examined by the Health Committee.

The Committee took note of M. Stievenard's report.

SAFETY AT SEA.

The motion of MM. Aguero y Bethancourt, Fernandez y Medina, Montarroyos and Stievenard concerning safety at sea was read to the Committee. (See Annex 13.)

Mr. BALDWIN recalled the Convention of 1913, and asked what the present position was with regard to this question.

The CHAIRMAN replied that the Convention of 1913 drawn up shortly after the *Titanic* disaster, dealt chiefly with the material equipment of vessels. Although some countries had not given their adhesion officially, the stipulations of the Convention were almost universally applied by internal legislation. They had not under consideration the substitution of another Convention for the existing one, but were simply considering the question of safety at sea as a whole.

M. STIEVENARD declared that, in principle, he agreed with Mr. Baldwin as to the necessity of obtaining information. But to obtain information on any matter implied that that matter had to be studied, and his proposal had no other purport than that this vast problem as a whole should be submitted to the Committee for examination. He reminded the Committee that, at the time when the draft Convention on Maritime Ports was being discussed, it was understood — so he was told — that, if the question of ports of refuge was not dealt with in the draft, it was merely because the Committee intended to take it up again when it considered the question of safety at sea as a whole.

He was aware that efforts had already been made in this direction and that partial results had been obtained. He quoted the International Regulations for the Prevention of Collisions at Sea (Maritime Conference at Washington), the two London Conferences (in 1914 and 1921), the International Convention for the Unification of Certain Regulations regarding Assistance and Salvage at Sea (Brussels, 1910), the International Radio-Telegraphic Convention, etc. He did not believe, however, that the present position gave practical satisfaction to seamen and to all those who were interested in maritime affairs. He was, on the contrary, convinced that in those circles there was a serious movement in favour of a general and international codification of all measures likely to ensure the safety of those who exercised this profession at sea. The example quoted by the Chairman showed that the present system left room for improvement. Many facts might be cited in support. It was one of the duties of the Committee to ascertain the practical value of existing regulations and ultimately to compare, co-ordinate and systematise such regulations and to make their application as general as possible.

Why should previous attempts at settling this question form an obstacle to comprehensive work and prevent an attempt at international codification under the auspices of the League of Nations? Had the existence of railway conventions prevented the drawing-up of a draft International Convention or prevented them from making it the principal object of the Second Conference on Communications and Transit?

Nothing was better calculated to render easier communication by sea than a greater feeling of security and a more universal sense of protection of life at sea. The League of Nations could not stand aside. The general opinion was that this task normally belonged to the sphere of activity of the Committee and that the Committee would not refuse to undertake it.

Mr. BALDWIN considered, however, that most explicit reservations should be made with regard to the desirability of discussing this matter in the Committee. He considered it essential to obtain information on the existing state of affairs, even before deciding to place the question on the agenda.

Subject to this reservation, it was resolved to refer the question of safety at sea to the Sub-Committee on Transport by Water.

12. BUDGET FOR THE ORGANISATION OF COMMUNICATIONS AND TRANSIT FOR THE YEAR 1924.

The Committee, noting the documents submitted by the Secretariat (see Annex 14), approved the steps taken by the Chairman in regard to the budget for 1924.

13. REPORT TO THE SECOND GENERAL CONFERENCE ON THE WORK OF THE COMMITTEE ON COMMUNICATIONS AND TRANSIT SINCE THE FIRST CONFERENCE, AND REPORT TO THE ASSEMBLY.

The SECRETARY-GENERAL explained that, in conformity with the approved method of procedure, the Chairman had prepared the First Report on the Work of the Committee since the Third Assembly. A second report would be prepared and submitted in the same way to the Council and the Assembly.

With regard to the report to be presented to the Conference, he suggested that a brief summary be made of the reports presented to the Second, Third and Fourth Assemblies. Details of the work done might be found in those reports. (See Annex 15.)

The Committee approved this method of procedure and the memorandum of the Secretariat on this subject.

14. VARIOUS QUESTIONS.

A. Radio-Telegraphic Matters.

The SECRETARY-GENERAL stated that consideration of these questions must, for the present, be deferred. A special Committee composed of the heads of the services concerned in certain countries had met in London. The same Committee would probably meet again in October to examine the situation and to consider when a Conference might be held.

The Committee approved the steps taken by the Chairman and the Secretary-General of the Committee and approved the views of the special committee as contained in the note prepared by the Secretariat. (See Annex 16.)

B. Interpretation of the Resolution concerning the Ratifications of and Adhesions to the Convention on Navigable Waterways of International Concern.

The SECRETARY-GENERAL communicated to the Committee a question from the Chinese Government concerning the correct interpretation of the resolution that had been passed with reference to the measures to be taken for facilitating the enforcement of the Barcelona Convention on the Regime of Navigable Waterways of International Concern. The Chinese Government asked whether the method of procedure laid down in the resolution was also to be applied in connection with the Convention on Freedom of Transit in cases where difficulties of interpretation or application prevented certain States from ratifying or from adhering to this Convention.

The Committee unanimously decided that this was the correct interpretation of its resolution of September 1922.

C. Organisation of the Second General Conference on Communications and Transit.

The SECRETARY-GENERAL drew the attention of the Committee to the fact that certain members had asked for information regarding the best method of applying Article 14 of the Rules for the Organisation of General Conferences on Transit, according to which the members of the Committee were to be present at the General Conference. The experience both of the Barcelona Conference and of the Assembly in its relations with the Council seemed to show that the best practical solution, in all cases where it seemed possible, was the appointment of the members of the Committee as members of the national delegations to the Conference. In certain exceptional cases, however, the Committee might find it desirable to exercise the right conferred upon it by Article 14 of the Rules and to appoint members or experts not members of the national delegations as its representatives. Such members or experts might be nominated by the Chairman on behalf of the Committee, and would be considered as representing the members of the Committee in exercise of the right granted in Article 14. Such a method might not, however, be adopted but for quite exceptional reasons, at the risk of failing in its object. The rule would therefore remain that, whenever the Governments deemed it possible, the members of the Committee should be members of the national delegations.

The Secretary-General asked the Committee whether it approved the interpretation put forward and the suggestions made.

The Committee declared itself in agreement with the proposals of the Secretary-General.

The SECRETARY-GENERAL informed the Committee that the Canadian Government, after having noted the letter of invitation which, in conformity with the resolutions of the last session, mentioned that the General Conference would probably appoint two Committees, pointed out that

as there were three kinds of questions to be dealt with, three Committees would probably be desirable.

After an exchange of views, it was decided to reply to the Canadian Government that the Committee in no wise intended to anticipate the decisions of the Conference regarding its internal organisation, that it was very possible, and even probable, that three Committees would be appointed, and that the only matter to which the Committee desired to draw the attention of the various Governments, because it affected the composition of the delegations, was that, at the time when the Committee appointed to examine the railway scheme was sitting, another Committee would certainly also be summoned, and this Committee might be either a Committee to deal both with questions of ports and electrical questions or, in turn, a Ports Committee and a Committee for Electrical Questions.

It was also decided to forward the request made by the Canadian Government and the reply thereto to all the Governments invited to take part in the Conference.

2. DRAFT RESOLUTION RELATING TO OFFICIAL TIME.

The draft resolution was adopted with the following amendments :

Instead of "when they drew up their time-tables", put "at the period when they usually draw up their time-tables" and insert the word "relatively" before the word "stable". (See Annex 3aa.)

7. DRAFT RESOLUTION CONCERNING THE UNIFICATION OF TONNAGE MEASUREMENT IN INLAND NAVIGATION.

The draft resolution was adopted after deleting the words "as regards the river system of Western Europe", and, at the end, the word "European" (See Annex 8 aa.)

4. DRAFT RESOLUTION CONCERNING CUSTOMS FORMALITIES IN RESPECT OF AIR NAVIGATION.

M. HOLCK-COLDING thought it would be useful to request the Government representatives at the Customs Conference not to lose sight of this question.

The SECRETARY-GENERAL thought that the members of the Committee might themselves take the initiative in this matter.

M. HOLCK-COLDING declared himself in agreement with this point of view.

The draft resolution was adopted. (See Annex 5aa.)

3. DRAFT RESOLUTION REGARDING INTERNATIONAL DRIVING LICENCE FOR MOTOR VEHICLES.

The following amendments were adopted :

(a) In paragraph 3, replace "ought to be" by "could be".

(b) Replace paragraph 2, which is worded as follows:

"The number of journeys into a foreign country authorised by the international certificate, which, under the present type, is only one, could be extended either to a number of journeys considerably larger, or to an unlimited number of journeys during a maximum period of one year."

by the following paragraph:

"The number of journeys into a foreign country authorised by the international certificate during a maximum period of one year could be extended either to a number of journeys considerably larger than that allowed by the present type or to an unlimited number of journeys during this period."

(c) In paragraph 4, replace the words "could be taken" by "should be taken".

(d) Replace the word "car" everywhere by the word "vehicle".

The draft resolution, amended as above, was adopted. (See Annex 5 aa.)

10. DRAFT RESOLUTION CONCERNING THE APPLICATION OF THE RESOLUTIONS OF THE GENOA CONFERENCE.

M. ISABELLE stated that the present wording would appear to imply that the question of exchange had been solved in Western Europe.

It was decided to add at the end of paragraph 5, after the words "will necessarily prevent", the words "throughout all Europe".

At the suggestion of M. STIEVENARD, *it was decided to replace, in paragraph 3, the words "may have been necessary" by the words "have been necessary"; and the words "appear to have led to the complete" by "may be considered as having on the whole led to the".*

M. AVRAMOVITCH drew the attention of the Committee to the difficulties arising out of the fact that the redistribution of the rolling-stock of the former Austro-Hungarian Empire was not yet completed, and to the difficulty experienced by certain countries, which suffered gravely in the war in obtaining the necessary credits for the reconstruction of their ways of communication. He stated that his country had made great efforts to repair the means of transport destroyed during the war, but the fact that it had not received the reparations due to it had made the situation one of great difficulty. Indeed, without reparations, it was impossible for his country out of its own resources to repair the ways of communication which had been destroyed.

The CHAIRMAN stated that the question had already been discussed before the arrival of M. Avramovitch. The importance of credits was clearly indicated in the draft resolution. With regard to the redistribution of rolling-stock, the Committee had decided that intervention would not be opportune.

M. AVRAMOVITCH did not see why the Committee should not state the facts as they existed. He reminded the Committee that the Conference of Ambassadors had recently decided to appoint certain Commissions with a view to carrying out the necessary distribution. As long as this question was not settled, his country would be in a very awkward situation, and many travellers blamed it unjustly, believing that the Serb-Croat-Slovene Government was responsible for the existing obstacles in the way of traffic. He therefore urged that the resolution to be adopted should mention the question of reparations.

After an exchange of views, *it was decided to insert the following paragraph after paragraph 6:*

“The Committee would further recall the results to be expected from the final solution of the questions considered in the various Peace Treaties with regard to reparations and the allocation of rolling-stock.”

The draft resolution thus worded was adopted. (See Annex 11aa.)

The CHAIRMAN thanked his colleagues for their co-operation and for their goodwill.

M. MONTARROYOS, on his own behalf and on that of his colleagues, congratulated the Chairman on the manner in which he had directed the work of the Committee.

The meeting rose at 4.5 p.m.

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Annex 1.

AGENDA.

1. Report of the Sub-Committee to consider the Question of Opium in Free Ports.
2. Summer Time.
3. International Driving Licence for Motor Vehicles.
4. Report of the Delegate at the Meeting of the International Air Traffic Association.
5. Report of the Delegation at the International Navigation Congress held in London on July 2nd-7th, 1923.
6. Reform of the Calendar.
7. Unification of Tonnage Measurement for Inland Navigation.
8. Unification of Private Law as regards Inland Navigation.
9. Report of the Sub-Committee for General affairs.
10. Application of the Resolutions of the Genoa Conference.
11. Report of the Mixed Sub-Committee of the Health Committee and of the Communications and Transit Committee.
12. Budget of the Communications and Transit Organisation for the Year 1924.
13. Report to the Second General Conference on the Work of the Advisory and Technical Committee since the First General Conference, and Report to the Assembly.
14. Various Questions.

Annex 2 aa.

RESOLUTION WITH REGARD TO THE QUESTION OF OPIUM IN FREE PORTS.

The Advisory and Technical Committee for Communications and Transit, taking as a basis the International Opium Convention of January 23rd, 1912, adopted the following conclusions, without, however, taking a decision on questions of detail in connection with the procedure to be following in the application of that Convention.

I. THE IMPORT AND EXPORT OF OPIUM WHICH HAS NOT BEEN SUBJECTED TO ANY MANUFACTURING PROCESS.

Legally, the regime of a free port allows the sovereign State of the port, by its ordinary policing and supervisory powers, to enact any measures for the control of the opium traffic in the free port which it considers necessary for the application of the International Opium Convention.

In practice, any such measures which could be taken would no doubt be fully adequate to control the traffic of opium which has been declared. On the other hand, in view of the small bulk of these goods, there is no doubt that the measures to prevent contraband in opium in free ports, as well as in any other ports, will often prove ineffective in cases in which opium is not declared.

The most practical means of surmounting these difficulties would therefore appear to be to perfect the control in the free port itself by the following general measures:

Opium should not be despatched from the country of origin to a free port except in the two following cases:

(a) If the consignment is sent with a through bill of lading made out to a final destination via the free port, the country of origin must not, in such a case, despatch the opium unless the country of destination shown in the through bill of lading has given the guarantees regarded as necessary with a view to the application of the Opium Convention.

(b) If, according to the bill of lading, the free port is the final destination of the consignment, and the sovereign State of the port has given the same guarantees. In such a case the free port is considered, in respect of these guarantees alone, as being on exactly the same footing as any other part of the territory of that State.

2. OPIUM TREATED WITH MANUFACTURING PROCESSES IN FREE PORTS.

Legally the sovereign State of the free port may, in accordance with its general policing powers, regulate the industries of the free port, including industries for the purpose of transforming opium.

In practice it is comparatively easy to carry out this regulation and control. If the above provisions are applied, it will not be possible for opium to reach a free port as its final destination unless the sovereign State of the port has given the necessary guarantees.

The State will therefore be able to control the transformation of raw material in the factories of the free ports, as the number of these is necessary small and will be able — and, indeed, will be obliged, in so far as it is bound by the Opium Convention — not to allow the export of prepared products from its factories unless these prepared products can be introduced into the importing country in conformity with the Opium Convention.

The above provisions apply both to raw and to prepared opium and also to the industrial products of opium and to the similar products referred to in the Opium Convention, and are valid both as regards free ports and also as regards the free zones in ports.

Annex 3.

NOTE ON THE SYSTEM OF SUMMER TIME.

The replies received from a certain number of Governments to the question raised in the resolution adopted by the Advisory and Technical Committee on March 29th, 1921, regarding summer time indicate that the present situation is as follows:

I. WESTERN EUROPE.

(a) *Belgium*:

The Belgian Government, in a letter dated September 7th, 1922, states that the system of summer time is at present in force in Belgium, but that, nevertheless, it considers it difficult to

give an undertaking to continue the system in the future, seeing that Parliament might find it necessary to abrogate the Law of February 7th, 1920, which deals with this question. At present summer time exists in Belgium.

(b) *France* :

The French Government, in a letter dated September 15th, 1922, states that it is not yet in a position to reply to the question raised by the resolution of the Advisory and Technical Committee, for Communications and Transit as the law in force only provided for the application of the system of summer time for the year 1922. A bill has since been adopted for the continuation of the system of summer time.

(c) *Great Britain* :

The British Government, in a letter dated August 4th, 1922, communicated the text of the recent Act by which the question of the adoption of summer time was settled. It should be observed: (1) that in the future the period of summer time will begin on the night of the third Saturday in April, "or, if that date is the day preceding Easter Day, from the night of the second Saturday in April", until the night of the third Saturday in September; (2) that the British Parliament will take a decision each year with regard to the continuation of the system.

Public opinion in England is sufficiently in favour of summer time to make it possible to count upon the continuation of the system, and the British Government expresses itself in favour of an international agreement for ensuring uniformity, which was, in fact, achieved for the year 1922 by agreements concluded with certain other Governments.

Nevertheless, the British Government doubts whether it will be possible to attain uniformity for the whole of Europe in view of the great differences which exist both as regards local conditions, climate, length of day, etc. It might, however, be possible to establish a uniform system of summer time for groups of countries in which the situation is similar.

(d) *Luxemburg* :

The Government of the Grand-Duchy, in a letter dated July 19th, 1922, states that it intends to continue summer time, which, in its opinion, is an important progressive step at any rate as long as this system also prevails in the neighbouring countries. The Government of the Grand-Duchy is further prepared to conclude an agreement for the unification of the dates of the beginning and ending of summer time.

(e) *Netherlands* :

The Netherlands Government, in a letter dated August 11th, 1922, states that the system of summer time is at present in force in the Netherlands by virtue of the Law of March 22nd, 1922. The Royal Decree of March 23rd, 1922, putting that law into force, fixes the dates of the beginning and ending of the period of summer time in conformity with the dates adopted by Great Britain and Belgium. Some time ago the Second Chamber adopted a draft law for the abolition of the system of summer time; the First Chamber, however, has rejected this draft law, so that the system of summer time has been maintained in the Netherlands.

II. CENTRAL EUROPE.

(a) *Austria* :

The Austrian Government, in a letter dated November 22nd, 1922, states that it cannot contemplate the possibility of introducing the system of summer time unless the neighbouring States also decide to adopt this system.

(b) *Poland* :

The Polish Government, in a letter dated November 21st, 1922, states that the Diet has decided to introduce Central European time for the whole year.

(c) *Switzerland* :

The Government of the Swiss Confederation, in a letter dated September 1st, 1922, states that the system of summer time has not been introduced in Switzerland up to the present and that there is no intention of introducing it in the future.

(d) *Czechoslovakia* :

The Czechoslovak Government, in a letter dated August 22nd, 1922, states that it does not intend to introduce the system of summer time.

III. SCANDINAVIAN COUNTRIES.

(a) *Denmark* :

The Danish Government, in a letter dated September 5th, 1922, states that it is of opinion that it is not probable that the system of summer time will be introduced in Denmark.

(b) *Norway*:

The Norwegian Government, in a letter dated September 4th, 1922, states that it does not intend to introduce the system of summer time.

(c) *Sweden*:

The Swedish Government, in a letter dated August 23rd, 1922, states that it does not consider it advisable at present to introduce the system of summer time.

IV. BALKAN COUNTRIES.

(a) *Bulgaria*:

The Bulgarian Government, in a letter dated November 29th, 1922, states that it is ready to conclude an agreement in regard to the introduction of the system of summer time.

(b) *Greece*:

The Hellenic Government, in a letter dated December 16th, 1922, states that it is of opinion that, for the present at any rate, it must maintain Eastern European time throughout the whole year.

(c) *Roumania*:

The Roumanian Government, in a letter dated August 9th, 1922, states that it is of opinion that there is no necessity for the introduction of the system of summer time in Roumania.

V. BALTIC COUNTRIES.

(a) *Finland*:

The Finnish Government, in a letter dated October 18th, 1922, states that, having adopted Eastern European time (which is different by two hours from Greenwich time), it does not regard it as advisable to propose to the Diet the introduction of the system of summer time.

(b) *Latvia*:

The Latvian Government, in a letter dated August 29th, 1922, states that it does not intend to introduce the system of summer time.

Annex 3 aa.

RESOLUTION RELATING TO OFFICIAL TIME.

The Advisory and Technical Committee for Communications and Transit, judging from the replies made by the various Governments that the situation as regards the application of summer time may at present be considered as relatively stable, decides, with a view to bringing about, in the interest of the satisfactory working of transport, the greatest possible unification, to call the attention of the Governments to the advisability:

1. For Governments which adopt summer time to agree on identical dates for the beginning and the end of the period of summer time, and to reach this agreement at a sufficiently early date to allow the transport services to take into consideration the decisions adopted at the period when they usually draw up their time-tables.

2. For Governments whose territories are in the same zone to adopt the same official time in cases where this step has not already been taken.

Annex 4.

NOTE REGARDING AN INTERNATIONAL DRIVING LICENCE FOR MOTOR VEHICLES.
[Geneva, August 1st, 1923.]

The Committee will remember that at its meeting on March 30th, 1922, it was decided that, as regards the question of an international driving licence for motor vehicles, the Secretariat should apply to the various organisations concerned, such as Automobile Clubs, for all desirable information.

In accordance with this decision the Secretariat approached the "Association Internationale des Automobile-Clubs" and obtained the following information:

An International Road Traffic Conference, organised by the French Automobile Club, was held at Paris on October 6th-12th, 1921. Among other questions this Conference discussed that of an international road certificate.

Under Article 3 of the International Convention of October 11th, 1909, an international road certificate was established for the purpose of certifying that the conditions required from drivers and automobiles had been satisfied. Experience has shown, however, that this international road certificate, which brought closely together under the same administrative form the formalities regarding the driver and those regarding any specified car, proved in some cases a hindrance rather than a help. The international certificate is valid for one year, but during this period the same driver is not always in charge of the same car—a fact which gives rise to many difficulties and complications.

As a result of these criticisms the International Road Traffic Conference adopted the following recommendation:

“In view of the far-reaching changes which have been introduced in the last 12 years in international motor traffic, particularly as regards the collective transport of persons and the transport of goods and materials, the Conference recommends that the signatory Governments of the International Convention of 1909 regarding Automobile Traffic should modify the form of the international road certificate, adopting the principle of:

“1. An international motor-driving certificate.

“2. An international motor traffic certificate.

“These two documents, which would in future be separate, should, like the international road certificate, be valid for a period of one year only.”

In view of the fact that the question is again being examined by the Committee, the necessary steps have been taken to secure the presence at Geneva of M. Chaix, Vice-President of the French Automobile-Club, at the time when this question comes under discussion.

Annex 4 aa.

RESOLUTION REGARDING AN INTERNATIONAL DRIVING LICENCE FOR MOTOR VEHICLES.

The Advisory and Technical Committee for Communications and Transit, having had the question of an international driving licence for motor vehicles laid before it at the request of the International Labour Office, considers:

That, under present circumstances, it is not possible to contemplate the institution of a document of this kind of a permanent value without infringing the principle of the sovereignty of States and their right of exercising police supervision within their own territory;

But that, without modifying the fundamental provisions of the existing Convention of 1909 on Road Traffic, important improvements could be made in the present state of affairs by a fresh consideration of the model international road certificate as given in an annex to the Convention. The guiding principles of this investigation might be the following:

1. The present type of international road certificate, which is valid both for the driver and his vehicle, could be divided into two distinct documents valid separately for the vehicle and for the driver.

2. The number of journeys into a foreign country authorised by the international certificate during a maximum period of one year could be extended either to a number of journeys considerably larger than that allowed by the present type or to an unlimited number of journeys during this period.

3. Special measures could be considered for motor lorries or passenger lorries.

4. All the necessary measures should be taken to ensure that in no case and in no respect should a driver possessing an international certificate be in a more-favoured position in any country than drivers holding the national licence of that country.

In consequence, the Committee considers that it would be desirable to hold a Conference for the purpose of revising the Convention of 1909 and bringing it into line with present conditions and with the development of international motor traffic and, in particular, of examining the measures set out above.

The Committee expresses its satisfaction with the efforts made in this direction by the Automobile Clubs and with the work already undertaken, particularly by the Conference held at Paris in October 1921, and it requests the Council to draw the attention of the Governments concerned to the present resolution, it being understood that the Communications and Transit Organisation is ready to continue its assistance in arranging for the Conference should this appear necessary or desirable to the Governments.

Annex 5.

REPORT OF THE DELEGATE OF THE COMMITTEE PRESENT AT THE MEETING
OF THE INTERNATIONAL AIR TRAFFIC ASSOCIATION HELD IN LONDON ON
JULY 10th, 1923.

In accordance with the request of the Advisory and Technical Committee, I attended, in the place of M. Stievenard, a meeting of the International Air Traffic Association which took place on July 10th last.

A report of the discussion which took place will be contained in the minutes of the meeting in question which the Secretary of the Association undertook to transmit to me, but, pending their receipt, I may say that the Association expressed the desire that the Committee would endeavour to obtain from the authorities concerned a simplification of the Customs formalities now required in respect of:

- (a) Luggage and goods in transit by rail to the destination to which the owners are proceeding by air;
- (b) the forced landing of aircraft in transited countries;
- (c) the carriage of postal matter;
- (d) the number of Customs declaration forms.

I informed the Association that I would place their requests before the Committee.

(Signed) J. G. BALDWIN.

Annex 5 aa.

RESOLUTION CONCERNING CUSTOMS FORMALITIES IN RESPECT OF AIR
NAVIGATION.

The Advisory and Technical Committee for Communications and Transit begs the Council to draw the attention of the Conference on Customs Formalities to the advisability of examining the measures for the simplification of those formalities which might be considered in connection with the development of air transport.

Annex 6.

REPORT OF THE DELEGATION OF THE ADVISORY AND TECHNICAL COMMITTEE
FOR COMMUNICATIONS AND TRANSIT TO THE THIRTEENTH INTERNATIONAL
NAVIGATION CONGRESS, HELD IN LONDON, JULY 2nd - 7th, 1923.

DOCUMENT I.

Letter from the Chairman of the Sub-Committee for Transport by Water to the Chairman of the Committee.

July 30th, 1923.

I have the honour to inform you of the results of the mission, which you were good enough to entrust to me, of representing the Advisory and Technical Committee for Communications and Transit as its delegate to the Permanent International Commission of the Association of Navigation Congresses and to participate in that capacity, together with M. Romein, as a member of our Delegation, in the work of the Thirteenth International Navigation Congress held at London, July 2nd-7th, 1923.

I will begin by stating the manner in which I interpreted the task of our Delegation. It appeared to me that, in the absence of special instructions, we ought not, in the course of the debates of the Congress, to express opinions which would be liable to bind our Committee, and I therefore particularly avoided doing so. This does not mean that our Delegation was forced to adopt a passive attitude at the Congress. It recorded its vote in favour of these principles of international co-operation upon which the very existence of our Committee is based; and, moreover, I took advantage of such opportunities as occurred to draw the attention of the Congress to the effective assistance which our Committee is in a position to afford to Governments and

technical institutes in the solution of the problems with which the International Association of Navigation Congresses is concerned. I spoke on this subject at meetings of both sections of the Congress in connection with the two communications, the substance of which is given below in Document No. II. I noted with satisfaction, from the welcome accorded to my speeches — which received support in particular in the Second Section from M. de Rouville, Delegate for France — that they were not without effect.

It seems to me, in short, that our Delegation obtained at the London Congress everything which the circumstances — delicate as they sometimes were — in which we had to accomplish our mission authorised us to hope for as likely to strengthen the prestige of the Advisory and Technical Committee for Communications and Transit.

Additional information is contained in the account of the work of the Congress and in the copy of the conclusions adopted, which you will find further on.

I cannot conclude this short account without mentioning two quarters from which the efforts of our Delegation to uphold the credit of the League of Nations received friendly support. In the first place, during the discussion of the Second Communication of the First Section, M. Popesco, Delegate for Roumania, recommended the Permanent International Association of Navigation Congresses to take advantage of the work accomplished in this connection, thanks to the initiative of the League of Nations, and in particular to utilise the documentary information collected at the Barcelona Conference with regard to the state of communications and transport in the different countries represented at that Conference. Secondly, our colleague Colonel Baldwin, delegate for Great Britain at the London Congress, was kind enough to assist our Delegation by giving us his valued advice.

Lastly, I would like to express my gratitude to M. Romein for the devoted and skilful help which he was so kind as to give me in the course of our work in London.

(Signed) E. MONTARROYOS.

DOCUMENT II.

Account of the Work of the Thirteenth International Navigation Congress.

The Permanent International Association of Navigation Congresses held its Thirteenth Congress in London from July 2nd to 7th, 1923, at the offices of the Institution of Civil Engineers, under the presidency of Lord Desborough, K.C.V.O. The Congress was inaugurated by H.R.H. the Duke of York immediately after the meeting of the Permanent International Commission of the Association of Navigation Congresses. The Duke of York emphasised in his speech the primordial importance of ports and waterways for the trade of the world. The opening meeting, at which the delegates of several of the countries represented replied to the words of welcome addressed to them by the President, was very fully attended.

The programme of the Congress, apart from the work properly so-called, made provision for visits and excursions to places of technical interest (such as the visit to the Port of London), and for receptions and excursions designed to promote international understanding. The Delegation of the Committee for Communications and Transit took part in the meetings and visits organised during the period of the Congress as well as in the excursions on July 7th and 8th. The Congress was divided into two sections: one for inland navigation problems and the other for ocean navigation problems.

The agenda of the First Section (Inland Navigation) was as follows:

Questions:

No. 1. Utilisation of waterways for the production of power; its consequences and applications.

No. 2. Dispositions or arrangements to be adopted for locks, elevators, inclined planes and other means of overcoming differences of level with a view to facilitating the operations.

Communications:

No. 1. The influence of surface water and subterranean sheets of water on the flow of rivers. Regime of mixed canals; estimation of the water consumed for navigation and irrigation uses; the portion returned to the subterranean sheet of water.

No. 2. Unification of statistics of inland navigation with a view to facilitating the comparison of the results of the working of navigable waterways in various countries.

The agenda of the Second Section (Ocean Navigation) was as follows:

Questions:

No. 1. The accommodation to be provided for ships in connection with the construction of new works at ports in order to satisfy the future dimensions of ships.

No. 2. Types of works for berthing ships of great draught in tidal seas.

No. 3. The relative advantages of ship equipment and port equipment for loading and discharging ships. Mechanical equipment of ports, mechanical handling of freight. Loading, discharging and carrying between ships and the various depositing points, whether covered by sheds or not.

Communications :

No. 1. Concrete and reinforced concrete. Their application to hydraulic works; means to ensure their preservation and their watertightness.

No. 2. Use of liquid fuel for navigation and its consequences.

No. 3. Utilisation of tides for the production of power for the working and lighting of ports and for maritime works (working of lock-gates, etc.).

No. 4. Principal advances made recently in lighting, beaconing and signalling of coasts. Standardisation (unification) of the languages of maritime signals.

A large number of reports had been presented by technical experts belonging to the various countries. These reports formed the basis of the discussions, which were very animated and sometimes even heated. It is obvious that the exchange of information of this kind between the technical experts of the different countries is likely to contribute very largely towards enabling them to profit by each other's experience. For this reason, the Permanent International Association of Navigation Congresses is a very useful organisation, and it can only be hoped that it will continue to progress along the same lines as those on which it has proceeded hitherto. It would certainly be desirable in the future, as regards questions of maritime navigation, that shipping companies should take a large share in the work of the Congresses, in order that closer co-operation may be established between the constructors and users of maritime works.

It appeared to us desirable, with regard to Communication No. 2 of the First Section and Communication No. 4 of the Second Section, to draw the attention of the Congress to the work of the Committee for Communications and Transit. M. Montarroyos therefore took part in the discussions with regard to the two communications referred to. He gave a brief account of the duties of the Committee for Communications and Transit and mentioned several questions on which investigation has already been begun, as, for example, the unification of tonnage measurement in inland navigation — a question which is very closely allied to the unification of statistics. M. Montarroyos has already explained the object of his intervention.

The Congress was only called upon to adopt conclusions with regard to the "questions" on the agenda. As regards the "communications," they were only to be the subject of recommendations by the Sections. The recommendations adopted by the latter in this connection constitute, practically speaking, a confirmation of the conclusions at which the general rapporteurs of the different communications had arrived.

We give below the conclusions unanimously adopted by the Congress with regard to the five questions on its agenda.

CONCLUSIONS.

Inland Navigation Section.

First Question.

1. On account of the scarcity and ever-increasing dearness of fuel, arrangements should be made to employ hydraulic power whenever possible.

2. The Congress, which has to deal principally with problems connected with navigation, recognises that it would be desirable to establish, whenever possible, works which would be of service both to navigation and for the production of power.

3. Although it is impossible to lay down any general rule and each case must be considered and dealt with according to circumstances, it would be desirable to take into account whenever possible, all other interests involved, such as protection against floods, irrigation, drainage, domestic usages and fishery.

4. Consequently it would be desirable for the hydraulic resources of the country to be placed under the supervision of a single organisation whose duty it would be to control the utilisation of these resources in the best interests of all categories of the population.

5. All technical researches likely to assist this organisation in reaching its decision should receive encouragement, especially if experiments can be carried out on canals the dimensions of which correspond to the requirements of modern navigation.

Second Question :

The dispositions or arrangements to be adopted for facilitating the passage of vessels through locks, elevators, inclined planes and other means of overcoming differences of level, depend upon the kind of installation adopted and upon a variety of circumstances, in particular, the volume of traffic, the type of vessel, the height of the drop, etc.

It is not possible in this connection to make any definite suggestions to fit all cases.

It appears, however, that the following methods may be recognised as being generally calculated to facilitate and expedite such operations:

1. A judicious choice of site for the installation, with due regard to the route followed by the waterway.

2. The construction at each end of the lock, etc., of a basin provided with facilities for manœuvring vessels and sufficiently large to take all vessels passing through a lock at the same time.

3. Arrangements should be made to guarantee, on the one hand, an adequate ratio between the under-water sections of the lock-gates and of the boats respectively, and, on the other, hand a sufficient margin of length as regards the lock chamber over the total length of a convoy when in the lock chamber.

4. The employment of appropriate methods of traction. This essential problem, for which, up to the present a satisfactory solution has not been found in every case, should continue to form the subject of study and experiment, particularly in the case of locks where the drop is considerable.

5. The employment of machinery when the size of the vessels and the volume of the traffic justify this measure.

6. The installation, when the volume of traffic renders this specially necessary, of lighting, both at the lock, etc., and in the immediate neighbourhood, in order to permit of its safe and rapid working at night.

In the case of locks, it is understood that these should possess arrangements to ensure rapid filling and emptying without the production of currents dangerous either to the vessels in the lock chamber or to vessels waiting to enter the lock.

The Congress expresses the hope that the Permanent International Association of Navigation Congresses will submit for consideration at the next Congress the problem of traversing high drops, particularly in the case of reaches of variable level.

OCEAN NAVIGATION SECTION.

First and Second Questions.

The Thirteenth Navigation Congress, having read and discussed the 24 reports submitted to it in connection with the First and Second Questions of the Second Section (the accommodation to be provided for ships in connection with the construction of new works at ports in order to satisfy the future dimensions of ships, and types of works for berthing ships of great draught in tidal seas), adopted the following conclusions:

1. As regards the probable future dimensions of ships, there is a tendency to increase the draught generally, for economic reasons connected with the cost of voyages; but although the percentage of vessels drawing 30 ft. or more is probably on the increase, the increase will be limited by the conditions of certain maritime channels and of the principal ports of the world.

2. There will be an increase in vessels of medium tonnage — in particular, of vessels from 5,000 to 8,000 tons — but the tonnage on larger vessels does not seem likely to increase in the immediate future beyond the pre-war maximum.

3. The arrangements to be made for the reception of vessels of great draught should be considered with a view to keeping the total cost of production as low as possible, regard being had to the following two factors: on the one hand, the decrease in the cost of voyages to be expected in consequence of the increase in the draught of vessels; and, on the other hand, the supplementary expenditure which will be caused thereby to all the ports frequented by these vessels in connection with the deepening of the channels and the provision of increased berthing facilities alongside the quays in tidal basins, graving-docks, etc. It has been pointed out in this connection that, according to certain statistics compiled by the rapporteurs, it may generally be estimated, as an approximation, that the total cost of constructing a port, as regards works of this kind, increases in proportion to the cube of the depth.

4. The rapid and economical handling of freight in a port is as important as the construction of deep-water quays, because the cost of transporting such goods to vast sheds or extensive wharves for the loading and rapid despatch of large vessels constitutes an important element of expenditure.

5. It may be advantageous in the interests of an inland port situated at a great distance from the coast to establish near the coast a port of call for large liners. This port of call would constitute an outer port, dependent on the main port and controlled by the same authorities.

6. In respect of works about to be constructed or recently constructed, it may be well to note that in certain cases a depth of 40 feet (12.20 metres) has had to be provided for trans-Atlantic liners, whereas the depths adopted for cargo boats have generally been far less. Moreover, as the main traffic of a port is and will continue to be carried on by vessels of medium draught, it might be well to make vessels of great draught pay proportionately higher port dues.

7. With the exception of ports which are visited by great trans-Atlantic liners, there would be little justification for many years to come for a depth of more than 30 feet (10.57 metres) at low spring tide, and a port with a depth of 30 feet (9.15 metres) of water at low spring tide may be regarded for a considerable period in the future as a first-class port.

GENERAL CONCLUSION.

The Congress recommends that the above questions be placed on the agenda of the next Congress and that in the meantime every country should give them the fullest possible consideration in collaboration with representatives of the various interests concerned, in particular, shipowners, shipbuilders, harbour concessionaires, harbour engineers and railway administrations, the absence of such collaboration in the past appearing to have had a prejudicial effect on the rational development of ports and vessels.

In the course of this enquiry the question of the dimensions of vessels and ports should receive particular consideration from an economic point of view.

Third Question.

1. For the loading and discharging of goods in bulk it is in most cases preferable to employ port equipment.

Generally speaking, moreover, port equipment gives better results than ship equipment. It is, however, essential that every vessel should be provided with the necessary equipment for handling the goods which it normally carries.

2. The problem of the mechanical equipment of ports for handling freight is too complex to admit of any general conclusions.

In all cases in which equipment of this kind can be economically installed, it is desirable that that should be done, as it renders the handling of freight quicker and cheaper.

The precise form of such mechanical equipment must necessarily depend on the needs and capacity of each individual port.

In concluding the present report, we venture to suggest that you should include in the agenda of the next session of the Committee for Communications and Transit the questions which form the subject of Communication No. 2 of the First Section and Communication No. 4 of the Second Section of the London Congress, *i. e.*, *the unification of statistics in respect of inland navigation and the standardisation (unification) of the languages of maritime signals.*

It appears to us that the Committee for Communications and Transit could accomplish useful and practical work by considering how the above-mentioned problems could most appropriately be solved.*

The Delegation of the Advisory and Technical Committee on Communications and Transit:

(Signed) J. M. F. ROMEIN,
Secretary of the Sub-Committee
for Transport by Water.

(Signed) E. MONTARROYOS,
Chairman of the Sub-Committee
for Transport by Water.

Annex 6 aa.

DECISION RELATING TO THE REPORT BY THE COMMITTEE'S DELEGATION AT THE THIRTEENTH INTERNATIONAL NAVIGATION CONGRESS HELD IN LONDON JULY 2nd-7th, 1923.

The Committee takes note of the report of the Delegation to the Thirteenth International Navigation Congress, held in London, July 2nd-7th, 1923, and decides to refer the question of the unification of statistics in respect of inland navigation, which was raised in this report, to the Sub-Committees for Transport by Water and for General Affairs to be examined jointly by these two bodies.

* A copy of each of the reports and of the other documents relating to the Thirteenth International Navigation Congress which was held in London will be found in the League of Nations Library, and is therefore at the disposal of any members and experts of the Committee who may desire to consult it.

Annex 7.

NOTE ON THE REFORM OF THE CALENDAR.

In conformity with the method adopted by the Committee at its session held in August 1922 with regard to the examination of the question of the reform of the calendar, the Chairman of the Committee has taken the necessary steps to procure for the Committee a preliminary acquaintance with the opinion of the qualified religious authorities on the great questions of principle which are involved in a reform of the calendar.

With a view to obtaining this preliminary consultation, invitations have been sent to the Holy See, to the Œcumenical Patriarchate, and to the Archbishop of Canterbury, inviting them to send representatives to act as experts at the present Session of the Committee. Acceptances to these invitations have already been received from the Holy See and the Œcumenical Patriarchate.

Annex 7 aa.

RESOLUTION ON THE QUESTION OF THE REFORM OF THE CALENDAR.

The Advisory and Technical Committee for Communications and Transit:

Considers that the investigation of the reforms which may be introduced into the Gregorian Calendar will inevitably affect very considerably the conditions of economic life and international traffic by introducing a more uniform and more rational measurement of time;

Is glad to note that the invitations to a preliminary consultation sent, on its behalf, by its Chairman, to the Holy See, to His Holiness the Œcumenical Patriarch, and to His Grace the Archbishop of Canterbury, have been accepted;

Has held a meeting, at which it was assisted by:

The Rev. Father GIANFRANCESCHI, President of the Academy "Dei nuovi Lincei"; designated by the Holy See;

Professor D. EGINITIS, Director of the Observatory of Athens; designated by His Holiness the Œcumenical Patriarch;

The Reverend T. E. R. PHILLIPS, Secretary of the Royal Astronomical Society; designated by His Grace the Archbishop of Canterbury;

And accordingly notes from the declarations made that:

1. From the point of view of dogma, strictly speaking, the idea of the reform of the calendar, both with regard to the fixing of Easter and the more general question of the reform of the Gregorian Calendar, does not meet with difficulties of such a nature that they can be regarded beforehand as insuperable;

2. It was unanimously agreed that no reform of the calendar, and in particular no decision regarding the fixing of Easter (a question which is essentially a religious one), is practicable without an agreement between the various high religious authorities concerned;

3. The changes in existing conditions involved by any reform are only justified and acceptable if definitely demanded by public opinion with a view to an improvement of public life and economic relations.

The Committee therefore decides to continue the examination of the question by means of the establishment of a special Committee of Enquiry composed of:

Jonkheer VAN EYSINGA, Member of the Advisory and Technical Committee for Communications and Transit, Chairman;

The Rev. Father GIANFRANCESCHI;

Professor D. EGINITIS;

The Rev. T. E. R. PHILLIPS;

who have very kindly consented to continue to collaborate with the Committee.

The following will also be invited to join this Committee:

M. BIGOURDAN, former Chairman of the International Astronomical Union's Committee on the Calendar;

Mr. Willis H. BOOTH, President of the International Chamber of Commerce.

The Special Committee of Enquiry will consider questions relating to the reform of the calendar, taking as a starting-point the scheme prepared by the International Astronomical Union at the meeting in Rome in May 1922, and of the recommendations made by the International Chamber of Commerce at its Congress in London in June 1921.

This present resolution will be brought to the notice of all Governments and of the religious authorities concerned, who are invited to transmit any remarks or suggestions they may think fit to the Committee before March 1st, 1924.

Annex 8.

NOTE ON THE UNIFICATION OF TONNAGE MEASUREMENT OF INLAND NAVIGATION.

As a result of the discussions of the various International River Commissions, the unification of tonnage measurement for inland navigation at present stands as follows:

The Central Commission for the Rhine Navigation has decided to set up a special Committee to examine questions relating to tonnage measurement and registration of craft. This Committee is to meet on October 8th, 1923.

The International Danube Commission did not consider that it should prepare regulations for a uniform system of tonnage measurement to be compulsory on all the international Danube river systems under its control; it confined itself to preparing draft regulations for tonnage measurement making it compulsory for craft to be measured according to a uniform system for their passage over those parts of the waterways on which charges may be levied under the provisions of Article XVIII of the Statute.

The International Elbe and Oder Commissions, although regarding the question of the unification of tonnage measurement for inland navigation as a very important one, were of opinion that it was advisable to wait for the coming into force of their respective statutes before undertaking any enquiry into this matter.

Annex 8 aa.

RESOLUTION CONCERNING THE UNIFICATION OF TONNAGE MEASUREMENT IN INLAND NAVIGATION.

The Committee takes note of the Secretariat's communication in regard to the unification of tonnage measurement in inland navigation and, considering that the results of the investigation to be undertaken by the Central Commission for the Rhine Navigation should be awaited, decides that on the basis of this investigation it will undertake at a later period the examination of the general question in regard to all the principal river systems.

Annex 9.

NOTE ON THE UNIFICATION OF PRIVATE LAW AS REGARDS INLAND NAVIGATION.

As a result of the discussions of the various International River Commissions, the question of the unification of private law as regards inland navigation at present stands as follows:

The Central Commission for the Rhine Navigation has decided to set up a special Committee to enquire into the problem of the unification of private law. This Committee is to meet on October 15th, 1923.

This question is not at present placed on the agenda of the International Danube Commission, and it does not seem probable that it will be submitted to that Commission in the near future.

The International Elbe and Oder Commissions, although regarding the question of the unification of private law in respect of inland navigation as a very important one, were of opinion that it was advisable to wait for the coming into force of their respective statutes before undertaking any enquiry into this matter.

Annex 9 aa.

**DECISION CONCERNING THE UNIFICATION OF PRIVATE LAW AS REGARDS
INLAND NAVIGATION.**

The Committee takes cognisance of the note of the Secretariat on the unification of private law as regards inland navigation and decides to continue the study of this question in conformity with the resolution adopted in connection with this matter at its second session (March 1922).

Annex 10.

**REPORT OF THE SUB-COMMITTEE FOR GENERAL AFFAIRS ON THE QUESTION
OF THE CO-ORDINATION OF AIR AND RAIL TRANSPORT.**

After considering the three main points in connection with the co-ordination of air and rail transport, the Sub-Committee recommends the following conclusions to the Committee:

1. The introduction of a transport contract covering the two transport services concerned, of which one is by rail and the other by air, is provided for in the very wide recommendations concerning mixed transport services included in the draft General Convention on the International Regime of Railways ;
 2. The co-ordination of time-tables between the two types of transport in question is a point which should be considered by the technical conferences on time-tables, both as regards railway connections and connections between railways and other means of transport, regard being had to the relative importance of these two kinds of transport ;
 3. The transport by rail of the baggage of passengers who are themselves travelling by aeroplane should also be considered in connection with the general problem of baggage unaccompanied by passengers, which is already being discussed by the railway administration.
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Annex 11.

**MEMORANDUM BY THE SECRETARY-GENERAL OF THE COMMITTEE ON THE
ACTION TAKEN WITH A VIEW TO THE PREPARATION OF THE REPORT ON
THE STEPS TAKEN TO GIVE EFFECT TO THE RESOLUTIONS OF THE GENOA
CONFERENCE.**

In conformity with the decisions of the Committee at its session in August last, the Secretary-General has taken steps to submit a report to the Committee on the action taken to give effect to the resolutions of the Genoa Conference. In the case of countries which have nationals serving as members or experts on the Committee, the Governments concerned have, in the manner prescribed, been requested through the members and experts to supply the necessary information.

In accordance with the decisions of the Committee, the Secretary-General has requested the Chairman of the Sub-Committee for Transport by Rail to appoint an expert to co-operate in this work. Colonel Mance, a former President of the Communications Section of the Supreme Economic Council and a former vice-chairman of the League's Provisional Committee for Communications and Transit, has been appointed for this purpose by the Chairman of the Sub-Committee for Transport by Rail.

Annex 11 aa.

RESOLUTION CONCERNING THE APPLICATION OF THE RESOLUTIONS OF THE GENOA CONFERENCE.

The Advisory and Technical Committee for Communications and Transit, having, in accordance with Article 8 of the Resolutions on Transport adopted by the Genoa Conference and approved by the Council and by the Assembly, investigated the general condition of transport in Europe from the point of view of the application of these resolutions, and, having taken note of the information furnished by the different Governments as well as of the report presented by Colonel Mance, the expert appointed by the Committee to consult with certain Governments,

Has arrived at the following conclusions, which it submits to the Council, to the Assembly, and to the Governments represented at the Genoa Conference:

With regard to Western Europe, the efforts for the restoration of transport which have been necessary as a result of the war may be considered as having on the whole led to the re-establishment of a normal situation.

With regard to Central and Eastern Europe, the application of the measures laid down at the Genoa Conference and at the preceding international conferences, as well as the continued efforts made by the majority of the Governments, have resulted in a general way in a marked improvement both in the material restoration of the means of transport and in the facilities given to international traffic. Nevertheless the Committee wishes to point out that the important progress still to be realised is subordinate to two considerations which are far wider than mere considerations of transport, namely: the problem of the stabilisation of exchanges and the problem of credits.

The Advisory and Technical Committee is convinced that the efforts already made by the railway administrations may to a great extent remedy the inconveniences caused to international transport by the instability of the exchanges. Nevertheless this instability, as long as it continues, will necessarily prevent throughout all Europe a return to pre-war conditions.

It is clear, on the other hand, that the material restoration of certain railway lines cannot be entirely successful unless they are able to obtain foreign credits for the carrying-out of the work and for the purchase of indispensable material. It is, moreover, the first duty of the States interested to consider such measures of a general financial character and such economic reorganisation of their railways as would enable them to obtain the necessary credits by means of suitable guarantees.

The Committee would further recall the results to be expected from a final solution of the questions considered in the various Peace Treaties with regard to "reparations" and the allocation of rolling-stock.

The present resolution does not touch the conditions of transport in the territories of the Russian Socialist Federated Soviet Republic, as the Russian Government, alone of all the European States represented at the Genoa Conference, has informed the Committee that it does not intend to furnish information upon these conditions.

Annex 12.

REPORT PRESENTED BY M. STIEVENARD ON THE WORK OF THE MIXED SUB-COMMITTEE OF THE HEALTH COMMITTEE AND THE COMMUNICATIONS AND TRANSIT COMMITTEE.

At the outset of this report I should like to call the attention of the Committee for Communications and Transit to the favourable conditions under which we carried out our work, thanks to the spirit of goodwill and mutual understanding displayed by all parties. Although setting out from starting-points which at first sight might appear diametrically opposed, the members of the Mixed Sub-Committee soon met on the common ground of a definite purpose and practical investigations, and, while the delegates to the Health Committee never failed to have regard for the freedom and facilities of communications, we for our part endeavoured to reconcile traffic requirements with the requirements of sanitation and the protection of public health.

Moreover, one important consideration, which made for a cordial understanding between all concerned, was always borne in mind.

Members readily realised that, though any new regulations might, as was stated by one of our number, appear to place a restriction on freedom of movement, there are none the less certain measures which, while theoretically slightly lessening such freedom, can only encourage the use of means of communication, and in the long run, increase both genuine freedom of movement and the practical usefulness of the means of communication. This is more especially the

case with any general regulations the result of which is to diminish special restrictive regulations, the number and diversity of which are a serious hindrance to traffic.

This was a fact that we could not fail to recognise in the regulations put before us to prevent the spread of epidemic diseases along waterways. In addition to the fact that regard for the public health and human life made it our duty to see that vessels plying on waterways should not be the means of propagating infectious diseases, which spread so readily along waterways, we considered that a general body of measures taken by common consent of all parties concerned, and carefully co-ordinated with the object of affording general sanitary protection, was likely to curtail, or even to suppress, those special regulations which each country might have taken in self-protection and was likely to prove a serious hindrance to the freedom of navigation.

We thus hoped to reduce, in a practical manner, the powers of restriction afforded by Article 6 of the Statute on the Regime of Navigable Waterways, of international concern, which reads as follows:

“ Each of the Contracting States maintains its existing right... to enact the stipulations and to take the measures necessary... for applying the laws and regulations relating to public health, etc.”

We think we can consequently say that the proposal, on which we have reached unanimous agreement, is, in the opinion of public health authorities, calculated to protect nations effectively against the spread of infectious diseases by river navigation in accordance with the present-day data of prophylactic science, and that, in the view of the members of your Committee, it will not only not prove a hindrance to the freedom of communications by inland waterways but will rather tend to diminish the difficulties which such protective regulations might have imposed if they had been left to the judgment of individuals.

The comparison between the first draft text and the text adopted will enable you at once to grasp the nature of the two different considerations by which we have been guided.

We think we ought to call your attention more especially to the “ note concerning Article 13 ” — a note drawn up by one of your delegates. It will afford evidence of the anxiety we have shown to reserve for the consideration of the Committee for Communications and Transit every subject which seemed to come specially within its sphere. Nevertheless, we desire to draw your special attention to the recommendation submitted at the end of this note — a recommendation to which you will probably desire to give effect.

The Mixed Sub-Committee had also submitted to it “ a proposal for sanitary inspection by the presence on board ship of health officers invested with international authority.” We thought it proper to put aside the proposal, believing that we were not competent to investigate it and that, moreover, we were entirely without the necessary information for an investigation of such a specialised character. The Health Committee will continue to deal with it concurrently with the Office international d'Hygiène publique, and it will only come before us at a future date if, after consideration, these bodies so decide.

In conclusion, I have satisfaction in emphasising the valuable results which may be expected from the collaboration, on a Mixed Sub-Committee, of delegates appointed by the Health Organisations and by your Committee, in a field of so wide and difficult a range as that of the protection of public health and human life in its relations with the problems of communications. Joint efforts, directed to a common object and resting on this double foundation, may have the most successful results.

(Signed) A. STIEVENARD.

APPENDIX.

NOTE CONCERNING ARTICLE 13.

The Mixed Sub-Committee cannot adopt the text of Article 13 of the draft for reasons which may be summarised as follows:

First, the form proposed for the registration of vessels “ on each of the navigable waterways,” appears to the Mixed Sub-Committee somewhat difficult to carry into practical effect owing to the apparent irregularity of the movement of most of the vessels using the waterways under consideration. Even if these boats are exclusively river craft, they do not ply only on one particular waterway but readily pass from one system to another; and it frequently happens that, for example, a barge on the Oise reaches the Rhine or the Moselle, or may even touch at ports on the Danube or elsewhere. This freedom of movement apparently tends to increase yet further in consequence of the fresh means of communication which are either already in existence or planned between the various system.

Mixed shipping — vessels which ply both on river and sea — has, moreover, developed considerably during the past few years. In fact, as a result of improvements in engineering, the deepening of canals and dredging of river-beds, sea-going boats now freely penetrate far up natural waterways and use the canals which connect them. A further difficulty, which cannot be overlooked, lies in the fact that the vessels in question do not always at the time of sailing from their home port have a definite route, and that during the voyage the ports of call and final destination of these vessels — and this may even be described as the general rule — are liable to be altered as a result of unexpected movements in freight charges and various unforeseen circumstances incidental to the shipping trade. Further, the Mixed Sub-Committee is aware that in a number of countries the registration of barges and river vessels is not at the present moment obligatory. The members were of opinion that the preparation of a draft convention, solely concerned with health measures and protection against epidemic diseases, was not an opportune method of getting nations to adopt fresh legislative measures of considerable importance in a province rather far

removed from considerations of health. The difficulties encountered by other committees more competent to deal with such matters counsel prudence.

It would appear, therefore, that the Mixed Sub-Committee should for the present confine itself to notifying the Advisory and Technical Committee for Communications and Transit of the difficulties that have arisen and the desirability of defining accurately those vessels to which the Convention on River Hygiene is to apply, and of asking the Committee to be good enough to examine this question.

Annex 12 a.

**DRAFT MODEL CONVENTION FOR THE HEALTH CONTROL OF TRAFFIC ON
WATERWAYS**

as adopted by the Health Committee, June 1923.

PART I.

CHAPTER I. — OBJECT OF THE CONVENTION.

Article 1. — The Governments of States within whose territory are situated navigable lakes or waterways of an international character or national systems of navigable waterways communicating direct with the above-mentioned waterways undertake to observe the provisions of the present Convention, in conjunction with health conventions and with Article 53 of the International Health Convention, Paris, of January 17th, 1912. These provisions concern the health supervision of navigation over these waterways and are intended to bring about uniformity of health measures and to ensure that they shall be effective in the prevention of the spread of infectious diseases.

In the case of waterways which carry particularly important international traffic, States may conclude special agreements with each other in conformity with the principles provided in the present Convention.

CHAPTER II. — SUPERVISORY BODIES. HEALTH INFORMATION. NOTIFICATIONS.

Section I. — Supervisory Bodies.

Article 2. — Health supervision on the navigable waterways and lakes referred to in the preceding article shall be carried out by each of the High Contracting Parties through its own Public Health Department.

Article 3. — In order (a) to preserve the necessary co-ordination and unity of action, (b) to ensure the smooth working of the system of health supervision, the heads of the public health departments of the States concerned shall meet at least once a year at a place to be selected by common agreement on each occasion.

Article 4. — Should differences of opinion arise regarding the application of the health supervision provided for in this Convention, the High Contracting Parties concerned may request the League of Nations to act as mediator.

Article 5. — The Health Organisation of the League of Nations may, in agreement with the Public Health Departments of the States concerned, arrange for technical inspections of the system of health supervision in operation on navigable waterways belonging to States signatory to the present Convention.

In cases where an international body duly qualified, from the sanitary point of view, either by international treaties or by the League of Nations, has been or is to be established over these waterways, this body will be responsible for the execution of the measures laid down in the present Convention.

Article 6. — At the close of each year, the Public Health Departments of the High Contracting Parties shall send to the Health Organisation of the League of Nations reports on the working during the year of the health supervision on the various navigable waterways concerned.

Section II. — Exchange of Health Information.

Article 7. — The High Contracting Parties undertake to communicate to the neighbouring riparian States which have signed the present Convention all information as to the health conditions in their respective countries and particularly as to the position with regard to the infectious diseases to which the provisions of this Convention apply.

This information shall be exchanged direct in a regular and periodical manner between the Public Health Departments concerned. Copies of the documents shall be forwarded to the Health Section of the Secretariat of the League of Nations.

Section III. — Notification of Cases of Cholera, Plague, Typhus, Relapsing Fever, Dysentery, Smallpox and Influenza.

Article 8. — The High Contracting Parties further undertake reciprocally to give immediate notice of:

(a) the first appearance of plague or cholera certified in the territory of each of the States concerned;

(b) any epidemic centres of typhus, relapsing fever, dysentery or smallpox in their respective territories;

(c) any appearance of influenza of an epidemic character.

The High Contracting Parties shall forward the same information to the Health Section of the Secretariat of the League of Nations.

Article 9. — The notification referred to in the preceding article shall include circumstantial details regarding the following points:

1. The place at which the disease first appeared;
2. The date of appearance and the clinical form of the disease;
3. The number of cases established;
4. The extent of the area in which cases have occurred; and, in particular, whether or not this area is situated in the basins of rivers or lakes which form part of a system of navigable waterways (see Article 1);
5. In the case of plague, whether there is an abnormal mortality among rats;
6. What immediate measures have been taken.

Article 10. — The notifications referred to in Article 8 shall be exchanged directly between the Public Health Departments of the High Contracting Parties, regard being had to the procedure laid down in the International Health Conventions in force.

Article 11. — The notifications and exchange of information provided for in Articles 8 and 9 shall be followed by further communications which shall be regularly forwarded to the Public Health Departments of the Contracting States and to the Health Section of the Secretariat.

In particular, these communications shall contain details as to the precautions taken to combat the disease, especially precautions taken in accordance with the provisions of the present Convention.

Article 12. — The High Contracting Parties undertake to reply to any request addressed to them by the Health Section of the Secretariat for information regarding epidemic diseases which may have broken out in their respective territories.

PART II. ORGANISATION OF THE SYSTEM OF SUPERVISION.

CHAPTER I. — VESSELS.

Article 13. — The High Contracting Parties undertake to compile, in respect of every navigable waterway (river, lake or canal), a census of vessels giving the following information:

Name of captain or master, and, where this is unobtainable, name of owner;

Normal number of crew and other persons ordinarily resident on board (families);

Name, tonnage and distinguishing marks of vessel;

Appliances, if any, for the supply and distribution of drinking water; latrine arrangements.

The above-mentioned details shall be entered in a special register, which shall thereafter be kept up to date.

Article 14. — It is desirable that at all times vessels should be provided with:

1. Arrangements to ensure cleanliness on board;
2. Drinking-water tanks which can be kept free from all contamination and which are fitted with suitable appliances for distribution;
3. Latrines which, if portable, shall be fitted with receptacles (buckets) in which excrement can be regularly disinfected before they are emptied.
If the latrines are fixed, they shall be fitted with disinfected pans in which excrement can be disinfected before they are emptied.

Vessels should be provided with a sufficient supply of disinfectants as indicated in Appendix I.

It is desirable that the High Contracting Parties should take the necessary steps to ensure at all times:

- (a) that vessels be cleared of rats at least once every six months, regard being had to the nature of the vessels and of their cargo;
- (b) that bilge-water be periodically disinfected.

Article 15. — It is desirable that instruction should be given to the personnel of vessels (captains, masters, seamen, bargees, crews of rafts, etc.) on the importance of waterways as a medium for the propagation of infectious diseases. This instruction should be given:

- (a) by elementary courses explaining the rudiments of hygiene, the most characteristic symptoms of the principal infectious diseases and the prophylactic measures to be taken against them;
- (b) by distributing booklets and leaflets containing instructions and advice, in popular language, regarding precautions to be taken by individuals against infectious diseases;
- (c) in particular, by warning the crews of vessels of the risks involved by using the water in navigable waterways for drinking.

CHAPTER II. — HEALTH STATIONS AND OTHER PROPHYLACTIC ESTABLISHMENTS.

Article 16. — In view of the necessity of subjecting vessels to health supervision in normal times, and particularly in case of threatened epidemics, the High Contracting Parties undertake to provide for the organisation of special health stations along waterways of international concern.

Such health stations:

- (a) shall be provided with a trained staff (medical and subordinate) and with prophylactic appliances proportionate to the volume of traffic;
- (b) shall be placed along the waterways at such intervals as will ensure the inspection of vessels at least once in every 24 hours.

Article 17. — The existence of health stations shall be shown by the following signs so set up as to attract attention:

- (a) notices with the inscription: "Stop! Health Inspection Station";
- (b) by day, a yellow flag; by night, one white and one red light, both at the same distance above ground.

Article 18. — Health stations of all degrees of importance shall be furnished with the following prophylactic appliances:

- inspection room;
- disinfection and delousing rooms;
- shower-bath room;
- temporary or permanent isolation ward for persons suffering from infectious diseases;
- appliances for destroying rats;
- boxes for the transport of samples of drinking water;
- boxes for the transport of pathological material.

As far as local resources and supplies permit, it is recommended that material available on the spot should be used in case of need.

There should also be attached to every health station a pit in which excrement and foul water from vessels calling at the health station may be deposited and destroyed or rendered innocuous.

Article 19. — Health stations should, if they are not themselves provided with isolation premises, be connected with adequate isolation hospitals for persons suffering from infectious diseases and with bacteriological laboratories.

Article 20. — It is desirable that special courses of instruction should be held for the staff appointed to health supervision stations.

Article 21. — The High Contracting Parties undertake to provide, at convenient intervals, stations for the supply of drinking water of good quality to vessels.

These stations shall be brought to the attention of boatmen by notices reading: "Supply of Drinking Water", and a green flag.

During the night the site shall be illuminated by one white and one green light, both at the same distance above ground.

Article 22. — Each of the High Contracting Parties shall have a special map prepared showing, for each of the waterways which concern it: health supervision stations; disinfection stations, isolation hospitals for persons suffering from infectious diseases and bacteriological laboratories for the use of health stations; stations for the supply of drinking water, etc.

These maps shall be transmitted by each country to the other signatory States and to the Health Section of the Secretariat.

PART III. METHOD OF WORKING.

CHAPTER I. — GENERAL PROVISIONS.

Article 23. — The High Contracting Parties may agree upon the working, even in normal times, of health supervision stations and other prophylactic institutions, either at their frontiers or in those portions of the waterways concerned in which they may consider such provision desirable.

Article 24. — As soon as plague, cholera, or epidemic centres of typhus, relapsing fever, dysentery or smallpox appear in the basin on any lake or river forming part of a system of waterways of international concern (unless such cases are imported), the health supervision on navigation shall immediately come into force in the affected or threatened sections of the waterway. This supervision shall be carried out by the health stations provided for in Article 16, and shall consist of measures to be taken both ashore and on board vessels.

The extent and stringency of such supervision shall be regulated in proportion to the seriousness of the danger.

Article 25. — The Governments concerned in the execution of health supervision, under the conditions referred to in the preceding articles, shall immediately notify to the other States concerned, and to the Health Section of the Secretariat, those sections of the navigable waterways in question which they consider to be threatened or affected and in which they have put this health supervision into force.

Article 26. — The object of the steps to be taken ashore in threatened sectors, in accordance with Article 24, shall be:

(a) to prevent the embarkation of persons showing definite symptoms of, or suspected of suffering from, any of the infectious diseases mentioned in Article 8, and of individuals in the immediate company of such sick persons, if these individuals may reasonably be regarded as capable of transmitting the disease;

(b) to prevent the exportation of goods or any other objects which may be regarded as infected, in accordance with the International Health Conventions in force, and which have not previously been disinfected ashore under the supervision of the medical officer appointed by the public health authority;

(c) in case of plague, to prevent rats from going on board.

Article 27. — The object of the steps to be taken on board vessels in affected or threatened sectors in accordance with Article 24 should be:

(a) to investigate the state of health of persons on board (passengers and crew);

(b) to enforce the execution of the provisions of Article 14;

(c) to issue free of charge, to persons under medical observation, a medical passport on the model given in Appendix 2;

(d) to isolate persons suffering from any of the infectious diseases referred to in the present Convention;

(e) to place contacts under medical observation in accordance with the provisions of the Paris International Health Convention of 1912;

(f) to carry out disinfection, destruction of rats and vermin;

(g) to carry out preventive vaccination, particularly in the case of the crews of vessels and persons employed in health supervision or in duties connected with fluvial navigation;

(h) to issue free of charge, to vessels and to persons who may apply for them, certificates showing the health measures to which they have been subjected.

Article 28. — As soon as the sanitary supervision is put into force, every vessel shall be furnished by the nearest health station with a "bill of health" on the model given in Appendix III.

For vessels on the sea-going register, the bill of health shall be obtained by the persons responsible for the vessels from the first health station on entering the river navigation area.

The bill of health shall include a record of all observations regarding the hygienic condition of the vessel and shall indicate the health measures to which it has been subjected.

CHAPTER II. — SPECIAL PROVISIONS.

A. Cholera.

Article 29. — In case of the appearance of cholera, in addition to the general precautions laid down in Articles 14, 15, 26, 27 and 28, the following special steps shall be taken:

In the event of persons being discovered on board who show definite symptoms of, or are suspected of suffering from, cholera, the vessel shall be isolated, such isolation to continue until the following measures have been taken:

(a) any infected person or persons shall at once be disembarked and isolated;

(b) persons who have been in contact with infected persons shall be placed under medical observation during a period of five days.

The Health Authority shall, in consideration of the state of the vessel and of local conditions, determine whether the medical observation is to be carried out on board or on shore.

(c) All other persons shall be placed under medical observation during a period of five days, reckoned from the date of the disembarkation of the infected persons, of the placing under observation of those who had been in contact with them, and of the carrying-out of measures of disinfection;

(d) The Health Authority shall have the right to conduct any bacteriological examination which may be considered necessary, provided that the period of five days is not exceeded.

(e) Any parts of the vessel and any objects which may be considered to be contaminated shall be disinfected.

B. Plague.

Article 30. — In case of the appearance of plague, in addition to the general precautions laid down in Articles 14, 15, 26, 27 and 28, the following special steps shall be taken:

I. All vessels shall be supplied with an adequate number of rat-traps; the cables, chains, etc., shall be provided with effective means of preventing the passage of rats from the shore to the vessel or *vice versa*; in unloading cargoes the necessary precautions shall be taken to prevent the escape and ensure the destruction of any rats contained therein.

II. In the event of persons being discovered on board who show definite symptoms of, or are suspected of suffering from, plague, the vessel shall be isolated, such isolation to continue until the following measures have been taken:

(a) persons who are infected or suspected of being infected shall immediately be disembarked and isolated;

(b) persons who have been in contact with infected persons shall be placed under medical observation during a period of five days. The Public Health Authority shall determine whether such medical observation shall be carried out ashore or on board.

(c) All rats on the vessel shall be destroyed. The Public Health Authority shall determine whether the operation is to be carried out before or after the unloading of the cargo;

(d) parts of the vessel and objects which may be considered to be contaminated shall be disinfected;

(e) all other persons shall be placed under medical observation during a period of five days, reckoned from the date of the disembarkation of the infected persons, of the placing under observation of persons who have been in contact with them, and of the carrying-out of measures of disinfection.

Article 31. — In the event of an abnormal mortality occurring among the rats on board, the measures prescribed in paragraphs (c), (d) and (e) of the preceding article shall be carried out.

C. Provisions common to Cholera and Plague.

Article 32. — All persons who disembark from vessels coming from or navigating in areas threatened with cholera or plague shall, if the conditions laid down in Article 29, 2nd paragraph,

for cholera, or Article 30, paragraph II for plague, have not been carried out, be placed under medical observation during a period of five days.

The crews shall also be placed under medical observation during a period of five days, reckoned from the date at which they left the health station established between the affected area and the immune area.

In the event of the vessels not leaving the affected area, the crews shall remain under medical observation during their stay at each port of call until the end of the fifth day.

Article 33. — Vessels on which the hygienic conditions are unsatisfactory, or which have not complied with the regulations contained in the present Convention, shall be dealt with in the manner laid down in Article 29, 2nd paragraph, or Article 30, paragraph II, according as cholera or plague is involved.

D. *Typhus and Relapsing Fever.*

Article 34. — In case of the appearance of typhus or relapsing fever, in addition to the general precautions laid down in Articles 14, 15, 26, 27 and 28, the following special steps shall be taken:

In the event of persons being discovered who show definite symptoms of, or are suspected of suffering from, typhus or relapsing fever, the vessel shall be immediately isolated, such isolation to continue until the following measures have been taken:

(a) persons who are infected, or suspected of being infected, shall be immediately disembarked and placed in an isolation hospital, after disinsectisation;

(b) persons who have been in contact with infected persons, and other persons who disembark and whose hygienic condition and personal cleanliness are not satisfactory, shall be subjected to disinsectisation and placed under medical observation for a period of 12 days reckoned from the date of disembarkation;

(c) any parts of the vessel and any objects which may be considered to be contaminated shall be subjected to disinfection and disinsectisation.

E. *Dysentery.*

Article 35. — In case of the appearance of dysentery, in addition to the general precaution laid down in Article 14, 15, 26, 27 and 28, the following special steps shall be taken:

In the event of persons being discovered on board who show symptoms of dysentery, the precautions mentioned in Article 29, paragraphs (a) and (d), shall be carried out.

F. *Smallpox.*

Article 36. — In case of the appearance of smallpox, in addition to the general precautions laid down in Articles 14, 15, 26, 27 and 28, the following special steps shall be taken:

In the event of persons being discovered who show definite symptoms of, or are suspected of suffering from, smallpox, the vessel shall be isolated, such isolation to continue until the following measures have been taken:

(a) persons who are infected, or suspected of being infected, shall be disembarked and isolated;

(b) persons who have been in contact with infected persons, or who may reasonably be regarded as having been exposed to infection on board, and who, in the opinion of the health authorities, are not adequately protected by recent vaccination or by a previous attack of smallpox, may be required to undergo vaccination against smallpox, or may be placed under medical observation for a period of 14 days reckoned from the date of disembarkation.

(c) any portions of the boat and any objects which may be considered to be contaminated shall be disinfected.

Annex 12 b.

MODEL CONVENTION FOR THE HEALTH SUPERVISION OF TRAFFIC OVER NAVIGABLE WATERWAYS

adopted by the Mixed Sub-Committee of the Committee for Communications and Transit and the Health Committee, August 1923.

PART I.

CHAPTER I. — OBJECT OF THE CONVENTION.

Article 1. — The High Contracting Parties undertake to apply the regulations of the present Convention to all traffic over the navigable waterways within their respective territories.

Article 2. — The High Contracting Parties shall endeavour, in applying the regulations of the present Convention, to reconcile the needs of health supervision with the interests of commerce by reducing to a minimum any obstacles which may be placed in the way of free navigation.

CHAPTER II. — SUPERVISORY ORGANISATION. HEALTH INFORMATION. NOTIFICATION OF DISEASE.

Section I. — Supervisory Organisations.

Article 3. — The health supervision on navigable waterways forming the object of the present Convention shall be exercised by each of the High Contracting Parties through its own Public Health Department.

In cases where an international body duly qualified from the sanitary point of view has been or is to be established over these waterways, this body shall have power to control the execution of the measures laid down in the present Convention.

Article 4. — Subject to paragraph 2 of Article 3, the heads of the Public Health Departments of the States concerned shall meet at least once a year at a place to be selected by common agreement on each occasion, in order:

- (a) to preserve the necessary co-ordination and unity of action;
- (b) to ensure the smooth working of the system of health supervision.

Section II. — Exchange of Health Information.

Article 5. — The High Contracting Parties undertake to communicate directly to each other through their respective public health departments all information as to the health conditions in their respective countries; these communications shall be made in a regular and periodical manner

Section III. — Notification of Cases of Cholera, Plague, Typhus, Relapsing Fever, Dysentery, Smallpox and Influenza.

Article 6. — In addition to the communications mentioned in Article 5, the High Contracting Parties undertake reciprocally to give immediate notice of:

- (a) the first appearance of plague or cholera certified in the territory of each of the States concerned;
- (b) any epidemic centres of typhus, relapsing fever, dysentery or smallpox in their respective territories;
- (c) any appearance of influenza of an epidemic character.

Article 7. — The notification referred to in the preceding article shall include circumstantial details regarding the following points:

1. The place at which the disease first appeared;
2. The date of the appearance and clinical form of the disease;
3. The number of cases established;
4. In the case of plague, whether there is an abnormal mortality among rats;
5. What immediate measures have been taken.

Article 8. — The notifications and exchange of information provided for in Articles 6 and 7 should be followed at regular intervals by further communications.

PART II. ORGANISATION OF THE SYSTEM OF SUPERVISION.

CHAPTER I. — VESSELS.

Article 9. — It is desirable that vessels should be provided with:

- (a) arrangements to ensure cleanliness on board;
- (b) 1. drinking-water tanks of sufficient size, which can be kept free from all contamination, and which are fitted with suitable appliances for distribution;
- 2. latrines with portable or fixed receptacles in which excrements can be disinfected before they are emptied.
- (c) a sufficient supply of disinfectants (as indicated in Appendix 1).

Article 10. — It is desirable that instruction should be given to the personnel of vessels (captains, masters, seamen, bargees, crews of rafts, etc.) on the important part played by navigable waterways in the propagation of infectious diseases. This instruction should be given:

(a) by elementary courses explaining the rudiments of hygiene (particularly the danger of drinking the water of navigable waterways), the most characteristic symptoms of the principal infectious diseases and the prophylactic measures to be taken against them;

(b) by distributing booklets and leaflets containing instructions and advice regarding precautions to be taken by individuals against infectious diseases.

CHAPTER II. — HEALTH AND OTHER PROPHYLACTIC ESTABLISHMENTS.

Article 11.— The High Contracting Parties undertake to provide immediately, while conditions are normal, for the organisation of special health stations along the navigable waterways which are the subject of the present Convention.

It is desirable that, while conditions are normal, joint health stations should be organised at the frontiers and that, in the case of navigable waterways which form frontiers, the distribution of inspection stations should be decided upon by common agreement.

Such health stations:

(a) shall be provided with a specially trained staff (medical and subordinate) and with prophylactic appliances proportionate to the volume of traffic;

(b) shall be placed along the navigable waterways at suitable intervals.

Article 12. — The existence of health stations shall be shown by the following signs set up in such a way to attract attention:

(a) notices with the inscription: "Health Inspection Station";

(b) by day a yellow flag, and by night two lights, one.....[colour], and the other.....[colour], both at the same distance above the ground.

Article 13. — Health stations of all degrees of importance shall be supplied with:

1. An inspection room;
2. A shower-bath room.

They must also contain:

1. Disinfection and delousing rooms;
2. A temporary or permanent isolation ward for persons suffering from infectious diseases, unless they are in easy and direct communication with similar services.

They shall further be supplied with:

- (a) drinking water for renewing the supplies of vessels;
- (b) boxes for the transport of samples of drinking water;
- (c) boxes for the transport of pathological material;
- (d) disinfectants;
- (e) appliances for destroying rats.

There should also be attached to every health station a pit in which excrements and bilge water from vessels calling at the health station may be deposited and destroyed or rendered innocuous.

As far as local resources and supplies permit, it is recommended that material available on the spot should be used in case of need.

Article 14. — The High Contracting Parties undertake to provide, at convenient intervals, stations for the supply of drinking water to vessels.

The existence of these stations shall be indicated by the following signs so set up as to attract attention:

(a) notices with the inscription: "Supply of drinking water";

(b) by day, a [colour] flag, and by night two lights, one [colour] and the other [colour], both at the same distance above ground.

Article 15. — Each of the High Contracting Parties shall have a special map provided for the navigable waterways or parts of navigable waterways forming the subject of the present Convention. These maps shall show health supervision stations, disinfection stations, isolation hospitals for persons suffering from infectious diseases, bacteriological laboratories for the use of health stations, stations for the supply of drinking water, etc.

These maps shall be transmitted by each State to the other signatory States.

PART III. METHOD OF WORKING.

CHAPTER I. — GENERAL PROVISIONS.

Article 16. — The High Contracting Parties undertake, even in normal times, to take the necessary measures;

- (a) for vessels to be cleared of rats at least every six months;
- (b) for the periodical disinfection of bilge water.

Article 17. — As soon as non-imported cases of plague, cholera, or epidemic centres of typhus, relapsing fever, dysentery or smallpox appear in the basin of any of the navigable waterways forming the subject of the present Convention, the competent Health Authority shall forthwith establish health supervision on navigation in the sector or sectors affected.

Article 18. — In conformity with Articles 5, 6 and 7, the High Contracting Parties undertake not to consider a sector as infected when it is situated in the territory of another Contracting State unless the latter should make a formal declaration to that effect.

Article 19. — The object of the steps to be taken ashore in infected sectors shall be:

- (a) to prevent the embarkation of persons showing symptoms of any of the infectious diseases mentioned in Article 6 and of individuals in the immediate company of such sick persons if those individuals may reasonably be regarded as capable of transmitting the disease;
- (b) to prevent the exportation of goods or any other objects which may be regarded as infected, in accordance with the International Health Conventions in force, and which have not previously been disinfected ashore under the supervision of the medical officer appointed by the Public Health Authorities.

Article 20. — The object of the steps to be taken on board vessels in affected sectors should be:

- (a) to investigate the state of health of persons on board (passengers and crew);
- (b) to isolate persons suffering from any of the infectious diseases referred to in the present Convention;
- (c) to place contacts under medical observation, in accordance with the provisions of the International Health Conventions;
- (d) to demand, if necessary, a vaccination certificate from the crew and passengers;
- (e) to enforce the execution of the provisions of Article 9;
- (f) to carry out disinfection, destruction of rats and vermin.

Article 21. — The health stations shall deliver a medical passport on the model given in Appendix 2 to all persons liable to any of the sanitary measures provided by the present Convention who do not already possess such passport.

This passport shall be duly filled in or completed by the Health Authority or Authorities which shall have applied the same measures.

Article 22. — As soon as the sanitary supervision is put into force, every vessel coming from affected sectors shall be furnished by the nearest health station with a bill of health on the model given in Appendix 3, unless it is already provided with one.

The bill of health shall include a record of all observations regarding the hygienic condition of the vessel and shall indicate the health measures to which it has been subjected.

Article 23. — The expenses occasioned by sanitary supervision shall be borne by the States concerned or by the international organisation referred to in Article 3. No tax shall therefore be imposed on navigation.

CHAPTER II. — SPECIAL PROVISIONS.

A. Cholera.

Article 24. — If there are persons on board showing symptoms of cholera, the following special steps shall be taken:

- (a) The vessel shall be isolated. This isolation shall cease only when the measures contained in (b), (c) and (f) shall have been carried out;
- (b) Any infected person or persons shall at once be disembarked and isolated;

(c) Persons who are suspected of having been exposed to infection on board shall be placed under medical observation during a period of five days.

The Health Authorities shall, in consideration of the state of the vessel and of local conditions, determine whether the medical observation is to be carried out on board or on shore;

(d) All other persons shall be placed under medical observation during a period of five days reckoned from the moment when the various prophylactic measures were taken.

(e) Bacteriological examinations shall be conducted as far as may be considered necessary, provided that the period of five days is not exceeded;

(f) Any parts of the vessel and any objects which may be considered to be contaminated shall be disinfected.

Article 25. — If there are no persons showing symptoms of cholera on board a vessel coming from an affected sector, all persons disembarking from this vessel shall nevertheless be kept under medical observation during a period of five days, reckoned from the date the vessel sailed from the last port at which it called in the affected sector.

B. *Plague.*

Article 26. — If any persons on board show symptoms of plague, the following special steps shall be taken:

(a) The vessel shall be isolated.

Such isolation shall continue until the measures referred to in (b), (c), (e) and (f) have been carried out.

(b) Any persons infected or suspected of being infected shall immediately be disembarked and isolated.

(c) Persons who may be considered to have been exposed to infection shall be placed under medical observation for five days. The Public Health Authority shall determine whether such medical observation shall be carried out ashore or on board, having due regard to the conditions on board the vessel and local facilities.

(d) All other persons shall be placed under medical observation for five days, reckoned from the time at which the various prophylactic measures were carried out;

(e) All rats on the vessel shall be destroyed. The Public Health Authority shall determine whether the operation is to be carried out before or after the unloading of the cargo.

(f) Parts of the vessel and objects which may be considered to be contaminated shall be disinfected.

Article 27. — Even if no person showing symptoms of plague is discovered on a vessel coming from a plague area, all persons disembarking from the vessel shall be placed under medical observation for a period of five days, calculated from the time at which the vessel left its last port of call in the affected area.

C. *Typhus and Relapsing Fever.*

Article 28. — If any persons on board show symptoms of typhus or relapsing fever, the following special steps shall be taken:

(a) The vessel shall be isolated.

Such isolation shall continue until the measures referred to in (b), (c) and (d) have been carried out.

(b) Persons who are infected or suspected of being infected shall immediately be disembarked and isolated after being deloused.

(c) Persons who may be considered to have been exposed to infection, including persons who are not in a satisfactory condition from the point of view of hygiene and personal cleanliness, shall be deloused and placed under medical observation for 12 days reckoned from the date of disembarkation.

(d) Any parts of the vessel and any objects which may be considered to be contaminated shall be subjected to disinfection and disinsectisation.

E. *Dysentery.*

Article 29. — If any persons on board show symptoms of dysentery, the special measures referred to in (b) and (c) of Article 24 shall be applied.

F. *Smallpox.*

Article 30. — If any persons on board display symptoms of smallpox, the following special measures shall be taken:

(a) The vessel shall be isolated; Such isolation shall continue until the special measures referred to in (b), (c) and (d) shall have been carried out.

(b) Persons who are infected or suspected of being infected shall immediately be disembarked and isolated.

(c) Persons who may be considered to have been exposed to infection and who, in the opinion of the health authorities, are not adequately protected by recent vaccination or by a previous attack of smallpox may be required to undergo vaccination or may be placed under medical observation for a period of 14 days reckoned from the date of disembarkation;

(d) Any parts of the vessel and any objects which may be considered to be contaminated shall be disinfected.

PART IV. GENERAL PROVISIONS

Article 31. — All information which must, in conformity with Articles 5, 6, 8 and 15 of the present Convention, be communicated by each High Contracting Party to the other signatories, shall be transmitted simultaneously to the Health Section of the League of Nations.

The Public Health Departments of the High Contracting Parties shall also transmit to the Health Section of the League of Nations at the end of each year an annual report concerning the working of the Health Supervision Organisation for the various navigable waterways situated within their territory.

Article 32. — It is understood that the putting into force of the present Convention shall not entitle a High Contracting Party to make an application to the Permanent Court of International Justice for the purpose of bringing before it a dispute concerning the interpretation of the Convention.

The High Contracting Parties, however, undertake to submit such disputes, for an advisory opinion, to a mixed organisation of representatives of the League of Nations Health Committee and the League of Nations Advisory and Technical Committee for Communications and Transit.

APPENDIX I.

List of Disinfectants with which Vessels must be provided.

- 1. Quicklime.
- 2. Cresol.

N. B. — The amount of each of the disinfectants referred to shall be fixed by the Public Health Authorities concerned. Such amount must, in any case, be sufficient for all requirements for at least 48 hours.

It is understood that the object of prescribing the above disinfectants is not to prohibit the use of any other disinfectant the value of which is more highly esteemed by the States which are parties to the Convention, nor to hinder the use of any new antiseptic equal or superior in value which may be discovered.

APPENDIX 2.

Leaf to be detached from the Medical Passport and delivered to every Person disembarking (crew or passengers.)

Sanitary Station at

I, the undersigned, Medical Officer of Health, declare that Mr.....
..... travelling on

who has arrived on the of
and has stated that he is proceeding to

* has been isolated for days.

* has been placed under medical observation for days.

* has been vaccinated against on

* has had his baggage { disinfected on
 { disinfected on.....

* will be required to remain under medical observation for days.

Date.....

(Signed)

Medical Officer in charge
of the Sanitary Station.

* Cross out any portion which is inapplicable to the case.

APPENDIX 3.

Bill of Health.

(First page of the Booklet.)

Country

Bill of Health No. for the Health Supervision of International Traffic on Inland Waterways.

Class of Vessel * flying flag.

Name

Distinctive marks (letters, etc.)

Number

Tonnage

Owned by domiciled at

Name of master resident at

Waterways used by the vessel

.....

.....

.....

Remarks (if any)

Issued at on (date).

Master of vessel:

Authority by whom the Bill of Health is issued:

* Indicate whether steamer, tug, tartan, large or small boat, motor-boat, etc.

(Back of the Booklet.)

Latrines	} (a) Portable	Number
		System
		Position.....
	} (b) Fixed	Number.....
		System
		Position.....
Tanks for drinking water	}	Number
		Capacity
		System and materials employed in construction
Disinfectants with which the vessel is provided	}	System of distribution
		Quicklime kilos.
		Cresol litres
Protective appliances, with which the vessel is provided against rats	}	System
		Number.....
Rat-traps with which the vessel is provided	}	System
		Number.....

Seen on

(Leaf of the Booklet.)

Series No.

Inspection No.

Health Supervision Station at

Waterway.....

Number of persons on board

Last port of call.....

Next port of call.....

Sanitary measures applied by the Health Stations, and remarks (if any)

}
}
}
}

The next inspection will take place at the Health Station at

Medical Officer in charge of the Sanitary Station.

(date).....

Annex 12 c.

RESOLUTION ADOPTED BY THE MIXED SUB-COMMITTEE OF THE HEALTH COMMITTEE AND THE COMMUNICATIONS AND TRANSIT COMMITTEE CONCERNING THE REPORT OF Dr. CARLOS CHAGAS ON INTERNATIONAL MARITIME HEALTH MEASURES.

The Sub-Committee of the Communications and Transit Committee and the Health Committee considers that it cannot proceed with the consideration of the proposal with regard to the establishment of a body of international sanitary inspectors to be placed on board vessels — a proposal submitted to it by the Chairman of the Health Committee — until it has been investigated by the Health Organisation of the League of Nations.

Annex 13.

PROPOSAL REGARDING THE ENQUIRY INTO SAFETY AT SEA.

As regards international communications and traffic by sea, the safety of the crews, passengers, the ship herself and the cargo, would appear to be an essential object of the task entrusted to the Advisory and Technical Committee for Communications and Transit.

In seeking to attain real freedom and facility of communication between nations, the Committee could not neglect the protection of the lives of the passengers and crew, and the protection of the ship and of the goods on board, since everything which serves to ensure safety in travel facilitates traffic.

We are of opinion that it is within the province of the Advisory and Technical Committee for Communications and Transit to examine fully the whole problem from all points of view. By devoting to the question its special knowledge and the means of every kind at its disposal, our Organisation will undoubtedly give effect to the hopes expressed on its formation and will satisfy one of the most serious anxieties of all who, in any capacity whatever, are directly concerned in navigation, and one of the most grave preoccupations of humanitarians.

Moreover, it would certainly be surprising if the Advisory and Technical Committee for Communications and Transit, which, with a view to facilitating communications throughout the world, is attempting to codify international obligations regarding freedom of transit, freedom of navigation on waterways, equality of treatment for goods in ports and equality of transport facilities by rail, did not endeavour to co-ordinate, and thereby render more effective, the methods of protecting vessels from the dangers to which they are exposed, of bringing assistance to them as quickly as possible in case of accident, and — should disaster occur — of saving everything which can be saved.

There is much to be accomplished in this sphere. In the first place, such work necessitates an enquiry into all the means at present available; secondly, an investigation of the best methods of employing these means and of co-ordinating their employment; and, finally, the preparation of a general code to be recommended to all nations specially concerned in shipping. Though the work would be enormous, it is not beyond the power of the Advisory and Technical Committee for Communications and Transit to carry it out. Work of this kind can confer enormous benefits on mankind. The Advisory and Technical Committee will not hesitate to undertake the task.

For this reason we request — and we have complete confidence in the result — the Advisory and Technical Committee for Communications and Transit to introduce immediately into its scheme of work a general enquiry into the question of safety at sea, more particularly with reference to the international organisation and systematic co-ordination of posts or stations to aid shipping, of lifeboats and the fixing of their radius of action, of the rules regarding harbours of refuge, marine and coastal systems of signalling, and more especially wireless telegraph and wireless telephone systems of signalling, etc., — in short, all the methods which can possibly contribute to the saving of human life, ships and cargoes committed to the perils of the deep.

(Signed) AGUERO Y BETHANCOURT.
FERNANDEZ Y MEDINA.
E. MONTARROYOS.
A. STIEVENARD.

Annex 14.

DOCUMENTS WITH REGARD TO THE BUDGET OF THE COMMUNICATIONS AND TRANSIT ORGANISATION FOR THE YEAR 1924.

The Secretary-General has the honour to communicate to the Members of the Committee the following documents relative to the budget of the Communications and Transit Organisation:

1. Extract from the report of the Supervisory Commission;
2. Copy of a letter from the Chairman of the Communications and Transit Committee to the President of the Council;
3. Extract from the minutes of the Council meeting at which this question was examined.

DOCUMENT I.

Extract from the Second Annual Report of the Supervisory Commission (Geneva, May 15th, 1923).

With regard to the Transit Organisation, the Commission decided that, in view of the fact that the Assembly had on two successive occasions included the sum of 50,000 francs for regional conferences, it would not insist upon any reduction under this sub-head. It ventures, however, to call the attention of the Fourth Assembly to this item with a view to a possible reduction or a total suppression.

The credit of 110,000 francs, for the session of the Advisory and Technical Committee was reduced from 110,000 to 80,000 francs, and sub-head 4, "Arbitration of disputes submitted to the Committee", from 40,000 to 30,000 francs.

It was pointed out by the Secretary of the Organisation that sub-heads 3, "Printing", and 5, "Publication", should be taken together, and that the expenditure during 1922 exceeded the estimates for 1924. The Commission accordingly did not insist on any reductions being made.

It was also explained to the Commission that the very technical nature of the questions which were entrusted to the Section had in the past and might again in the future make it essential to appoint specialists for a short time. The Commission nevertheless agreed that the item for "Additional staff" should be reduced from 16,820 to 10,000 francs, reducing the total salaries to 111,980 francs.

The Commission agreed after discussion that, owing to the nature of the work entrusted to the section, travelling was imperatively necessary, and it accepted the amount estimated for this purpose. It insisted, however, on the necessity of a reduction of 7,500 francs on each of the sub-heads for "Cablegrams and telegrams" and "Miscellaneous unforeseen expenses," thus reducing each from 10,000 to 2,500 francs.

The Commission was strongly of opinion that all the work of the Organisation should be concentrated in the hands of the Advisory and Technical Committee or of its own sub-committees of experts; in view of the wording of the resolution adopted by the Genoa Conference and accepted by the Assembly, it did not see its way altogether to propose to cancel the supplementary credits provided in order to allow of the carrying-out of the duties entrusted to the League by the Genoa Conference, but as an indication of its views it reduced the item from 50,000 to 30,000 francs and expressed the desire that the Assembly should consider whether it might not be possible altogether to suppress this sub-head.

The budget of the Transit Organisation was thus reduced by the Commission from 477,550 to 395,730.

DOCUMENT II.

Letter from the Chairman of the Advisory and Technical Committee to the President of the Council with regard to the Budget of the Communications and Transit Organisation.

(Translation.)

Geneva, June 20th, 1923.

The Second Annual Report and draft Budget of the Communications and Transit Organisation of the League of Nations for the Sixth Financial Year were adopted by the Supervisory Commission on May 15th last, and contain suggested modifications in the draft budget drawn up after detailed discussion by the Advisory and Technical Committee for Communications and Transit. These modifications are liable to have so great an influence on the work of the Organisation that I think I should, on behalf of the Advisory and Technical Committee, submit the following observations:

1. Regional Conferences.

The Supervisory Commission has not proposed the suppression of the 50,000 francs credit provided for, but it is asking the Fourth Assembly to consider whether it would not be possible to reduce or even completely to abolish this item.

It should be pointed out, when considering this reduction, that the only regional Conference of which we have any experience up to the present, that is to say the Health Conference at Warsaw, cost more than 50,000 francs and that part of the expenditure was borne by the Polish Government; it is therefore impossible to count on any reduction whatever.

As regards the question of suppressing this item, the rules of procedure of the Communications and Transit Organisation lay down that at any moment, either the Council or half the number of the States concerned, may demand the convening of such Conferences. The method of work adopted by the Transit Organisation, which proceeds by means of the drawing up of texts containing universal principles for application in the majority of cases by means of regional or continental agreements implies as one of its essential elements the convening of such Conferences. This will be increasingly the case when the general Convention on the International Regime of Railways and the Hydro-Electric Conventions, which are definitely framed with this intention and on this plan, have to be applied. It is still quite possible that there may be no regional Conference in 1924, but it is impossible to foresee from six to eighteen months beforehand, either this year or any other year, whether such a Conference will have to be convened or not.

2. Sessions of the Committee and Arbitration on Disputes.

The Advisory and Technical Committee itself had considered whether it would be possible to reduce the item dealing with arbitration on disputes by 10,000 francs. After discussion, the Committee thought that such a reduction would involve the risk of the Committee finding itself unable to ensure the settlement of disputes referred to it either by resolution of the Assembly or by an International Convention, should such disputes not be settled in a few days, as was the case in 1922 with the dispute between the Saar and Germany.

The credit for the sessions of the Committee proposed by the Supervisory Commission is sufficient to provide for the regular work of the Committee. But it makes it impossible to hold one or two extraordinary sessions of the Committee in urgent cases and such sessions might either be demanded by the Council or be held in connection with international difficulties between States.

Furthermore, it may be pointed out that, generally speaking, the text of the Barcelona Conventions and the Conventions to be submitted to the forthcoming Conference make special provision for the settlement of disputes by provisional measures in regard to which advice will have to be given without delay, and that such urgent cases involving a meeting of the Committee might arise also in cases other than the settlement of disputes, for instance, whenever there was reason to fear acute disturbance affecting international communications.

3. Application of the resolutions of the Genoa Conference.

The Commission proposed to reduce the item for the execution of the Genoa Resolutions from 50,000 to 30,000 francs, and expressed a desire that the Assembly should consider whether it would not be possible to suppress the item altogether.

So far as the reduction is concerned, under present conditions it would probably be advisable to limit the work to be undertaken in this connection.

As for suppression, however, it should be pointed out that in the year 1923 political conditions are not favourable to the examination of questions connected with the economic reconstruction of Europe. There is reason to hope and to expect that the same will not be the case in 1924.

In any case the question can only be seriously examined on the basis of the First Report which will be drawn up concerning the effect given to the Resolutions of the Genoa Conference, and which will be submitted at the next session of the Advisory and Technical Committee. On the basis of this report it is possible that definite action may be contemplated in 1924. The maintenance of at least the reduced credit of 30,000 francs for 1924 would therefore appear indispensable, though there is no need to express any opinion now as to whether it would be advisable to maintain this item in the draft budget for 1925.

4. *Other Reductions.*

In view of the present budget situation, it would seem that the Transit Organisation should do its best to accept these reductions. They diminish the elasticity of the Organisation no doubt, but they do not appear likely seriously to hamper it. It is not for the Advisory and Technical Committee, as a result of the proposals of the Supervisory Commission, to prepare a new draft budget taking into account as far as possible the considerations which were in the minds of the Supervisory Commission. The Supervisory Commission is obliged to consider the budget problems as a whole, but the Advisory and Technical Committee for Communications and Transit, which is responsible to the Council and to the Assembly, and which is also responsible to the General Conference of the Communications and Transit Organisation, on which it depends, and to which it will have to submit a report, feels it its duty explicitly to point out that the budget proposals made by the Supervisory Commission may result in hampering the Advisory and Technical Committee to such a degree as to render it incapable of carrying out certain work which has been entrusted to it, either by the Resolutions of the Assembly which established it, or by the provisions of International Conventions.

The Committee for Communications and Transit is doubtless fully aware that, in view of the present budgetary position, it may seem strange to place at the disposal of the Communications and Transit Organisation sums larger than those necessary for the regular and fixed work of the Organisation.

We may point out that among the reductions suggested by the Supervisory Commission, the item of 30,000 francs in practice corresponds to the extraordinary sessions of the Committee and 10,000 francs are to be deducted from the 40,000 for settlement of disputes, which again fall under the category of extraordinary missions. Finally, the Commission made certain remarks with regard to the 50,000 francs for regional conferences, which also constitute work of an exceptional nature.

Under these circumstances, in order to achieve the object which the Supervisory Commission has in view without running any risk of endangering the work of the Organisation, it would be possible to retain these credits, but to provide for a special procedure with regard to their use. The following items, for instance, might be entered in a separate chapter:

Regional Conferences: 50,000 francs.
Extraordinary Sessions of the Committee: 30,000 francs.
Settlement of Disputes: 40,000 francs.

It might then be laid down that the credits provided in this Chapter could not be drawn on without the special authority of the Council of the League of Nations.

Such are the observations I think it my duty to submit to you, and I request you to communicate them to the Supervisory Commission, and, if you think fit, to the Governments represented at the Assembly.

(Signed) FERNANDEZ Y MEDINA.

DOCUMENT III.

Extract from the Minutes of the Twelfth Meeting of the Twenty-fifth Session of the Council, held at Geneva, Saturday, July 7th, 1923.

Budget of the Organisation for Communications and Transit.

The SECRETARY-GENERAL explained that it was merely a question of transmitting the letter from the Chairman of the Advisory and Technical Committee for Communications and Transit to the Supervisory Commission, which would submit a report to the Council and to the Assembly.

M. HANOTAUX accepted the proposal that the letter should be sent to the Supervisory Commission.

The Council adopted the above proposal.

Annex 15.

MEMORANDUM BY THE SECRETARY-GENERAL OF THE COMMITTEE ON THE REPORT OF THE ADVISORY AND TECHNICAL COMMITTEE ON THE WORK ACCOMPLISHED SINCE THE LAST ASSEMBLY AND THE FIRST GENERAL CONFERENCE

The Committee must submit this year, as in previous years, a report on the work carried out since the last Assembly. In conformity with the rules of the Organisation, it will also submit to the General Conference which is to meet on November 15th a report on the work done since the Barcelona Conference.

In accordance with precedent, the Chairman has drawn up a first report on the work accomplished since the last Assembly, which covers everything done down to the present session. As last year, a second report will be drafted later, immediately after the present session.

As regards the report on the work accomplished since the Barcelona Conference to be submitted to the second General Conference, it may be pointed out that the Governments are already acquainted with this work through the reports presented to the 2nd, 3rd and 4th Assemblies. It would, accordingly, appear to be sufficient if the officials of the Committee, after the session, drew up, for submission to the Conference when it assembles, a summarised report or memorandum based on the reports laid before the various Assemblies.

Annex 16.

NOTE ON RADIO-TELEGRAPHIC QUESTIONS.

In pursuance of the Resolution adopted by the Committee at its last Session, the Secretariat has made a preliminary study of the conditions under which the Memorandum submitted by the Italian Government to the Council regarding the possible holding of a Conference on Wireless Telegraphy could be considered.

It became evident from this preparatory investigation that, even in regard to the procedure of summoning the conference, preliminary questions would be raised, and the Chairman of the Committee therefore decided to form a small committee of specialists, composed of experts appointed by the British, French and Italian Governments, for the purpose of examining these preliminary questions and giving him expert advice which would enable him, should occasion arise, to take the decisions provided for by the Committee. This committee consisted of:

- Mr. BROWN, Assistant to the Secretary of the General Post Office at London,
- M. BROIN, Director of the Telegraphic Service of the Under-Secretariat of Posts and Telegraphs at Paris, and
- M. G. ANGELINI, Director of Electrical Communications in the Postal Ministry at Rome.

The Committee met on July 16th and 17th in London and adopted the following Resolution:

“The Committee of Experts, meeting on the initiative of the Advisory and Technical Committee for Communications and Transit of the League of Nations, in order to examine the proposals contained in the memorandum dated April 21st, 1923, presented by the Italian Government to the Council of the League and in conformity with the decision of the Council of the League of the same date, expresses the opinion:

“1. That it is necessary, in accordance with the suggestions of the Italian Government, to prepare within the shortest possible time international regulations applicable to all radio-telegraphic communications, these regulations being established in connection with the international regulations applicable to telegraphic communications;

“2. That to this end an international conference at one and the same time telegraphic and radio-telegraphic should meet without delay, and, if possible, in the first half of the year 1924;

“3. That this conference, in order to attain its end, should include representatives of as many interested nations as possible, including the United States and Germany;

“4. That, as the different Governments would need to be notified at least six months before the meeting of such conference, the invitations to this conference, if it is to be held, as is desirable, in the first six months of 1924, should be sent before the end of 1923 at the latest, so that the final decisions concerning the method of invitation and place of meeting, etc., should be reached before the middle of October 1923;

“5. That, in so far as the method of invitation and the place of meeting of the Conference are concerned, it is advisable for the moment, and until the middle of October, in order to avoid any possible duplication, only to take note of the declarations from which it appears that the French Government, as a sequel of the work of the Washington Conference, has already sent a provisional invitation for a conference to be held in Paris, and is endeavouring to ensure the universality indispensable to such a conference, and, notably, the co-operation of the United States;

“6. That, in case it does not appear certain, by the middle of October, that the Conference could be held within the time and under the conditions mentioned above, and in accordance with the procedure and the place or meeting which are now the object of these negotiations, it would be desirable for the Committee of Experts to meet again on or about October 15th to consider the situation and to re-examine the Italian proposal.”
